Pacific Proving Grounds North Mesa, Arizona

Master Traffic Impact Analysis Seventh Revision

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Executive Summary

Introduction

Harvard Investments is planning a residential and commercial development, identified as Pacific Proving Grounds North (PPGN), in east Mesa. The property is located approximately four (4) miles south of US-60, one mile east of the north-south portion of SR-202, and immediately north of the proposed SR-24.

This revised report updates the previous *Pacific Proving Grounds North Master Traffic Impact Analysis – Sixth Revision*, dated February 2012. Changes to this report include a reduction in the single-family residential density in DU2 – Phase 1. The reduced density results in a net reduction of 591 dwelling units. Therefore, a total 2,909 single-family residential dwelling units are included in the updated analysis.

During the preparation of the various traffic analyses for proposed developments in the vicinity of the proposed PPGN, the intersection of Ellsworth Road and Ray Road has changed substantially. Both the Master Transportation Plan prepared for Mesa Proving Grounds in September 2008 and the Transportation Analysis Memorandum prepared for the City of Mesa in January 2009, assumed a typical four-approach intersection for Ellsworth Road and Ray Road. These two (2) documents and their projected traffic volumes provided the basis for this analysis – specifically the ambient traffic volumes without the proposed PPGN. Therefore the intersection analyses at the Ellsworth / Ray intersection in this document assume a typical four-approach intersection. The current concept for the Ellsworth Road intersection consists of two (2) four-approach intersections in close proximity. The street diagrams in this report – except those portraying previous analyses and those depicting current analyses results – reflect the two-Ellsworth-Ray intersection concept.

The development will provide retail and office uses. To remain conservative, this analysis assumes only retail uses.

Results

The proposed development is anticipated to generate the following weekday and Saturday traffic volumes.

		Weekday		Saturday		
Time Period	Day	AM	PM	Day	Peak	
Residential	23,155	2,306	2,292	22,303	1,868	
Retail	69,981	1,602	6,476	89,438	8,542	
Office	0	0	0	0	0	
Total	93,136	3,908	8,768	111,741	10,410	

Recommendations with PPGN

Figure 1 indicates the recommended through lane number of the primary streets internal and adjacent to Pacific Proving Grounds North. Traffic volumes and recommended roadway classifications are based upon maximum build-out potential for Pacific Proving Grounds North. Therefore, the roadway classifications, lane numbers, and lane configurations are conservatively large.

The street classifications are:

Ellsworth Road	6-lane Arterial with Raised Median
Ray Road	6-lane Arterial with Raised Median
Williams Field Road	6-lane Arterial with Raised Median
Crismon Road	4-lane Arterial with Raised Median (except at Williams Field)
Internal primary street	2-lane Collector (except at Ellsworth and at Crismon)



The number of lanes on Crismon Road varies by location and should provide two or three through-lanes-perdirection as shown on **Figure 1**. At its intersection with Williams Field Road, this street should provide three (3) northbound and southbound through lanes. The three (3) through lanes should narrow to two (2) through lanes per direction north of the primary development street and south to the property line.

The number of lanes on the primary development street varies by location and should provide one or two through-lanes-per-direction as shown on **Figure 1**. At its intersection with Ellsworth Road, this street should provide two (2) westbound approach left-turn lanes, one westbound approach right-turn lane, and two (2) eastbound departure lanes. At its intersection with Crismon Road, this street should provide separate eastbound left-turn and shared through / right-turn lanes. Also, this street should provide two (2) westbound departure lanes to accommodate the two (2) northbound left-turn lanes. The two (2) westbound lanes should narrow from two (2) lanes to one lane per direction approximately 600 feet west of Crismon Road.



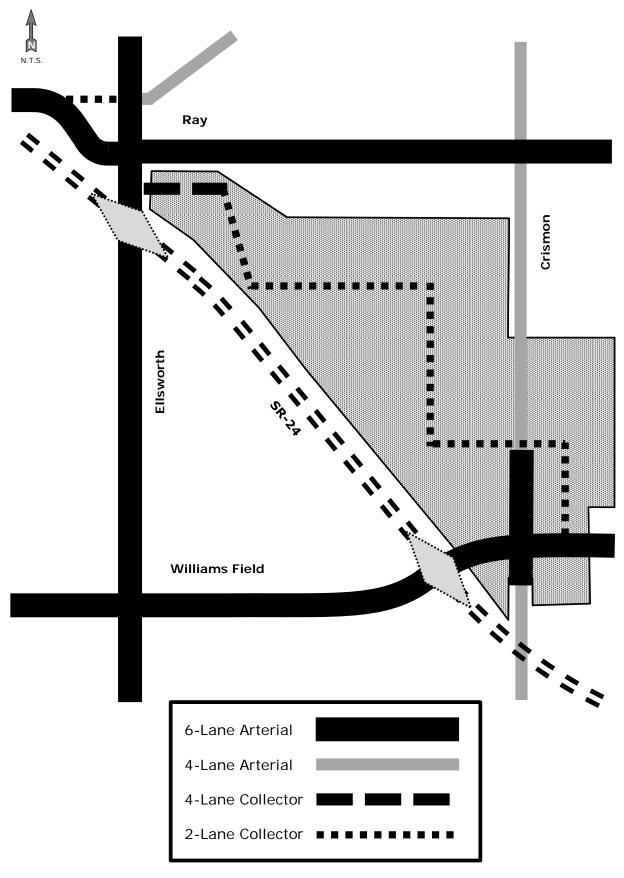


Figure 1: Recommended Through Lane Number



Figure 2 depicts the recommended traffic control, lane configuration, and turn-lane lengths at the primary study intersections for 2020 with the proposed development. Access 10 should be limited to right-turn-in-right-turn-out access from and to Williams Field Road.

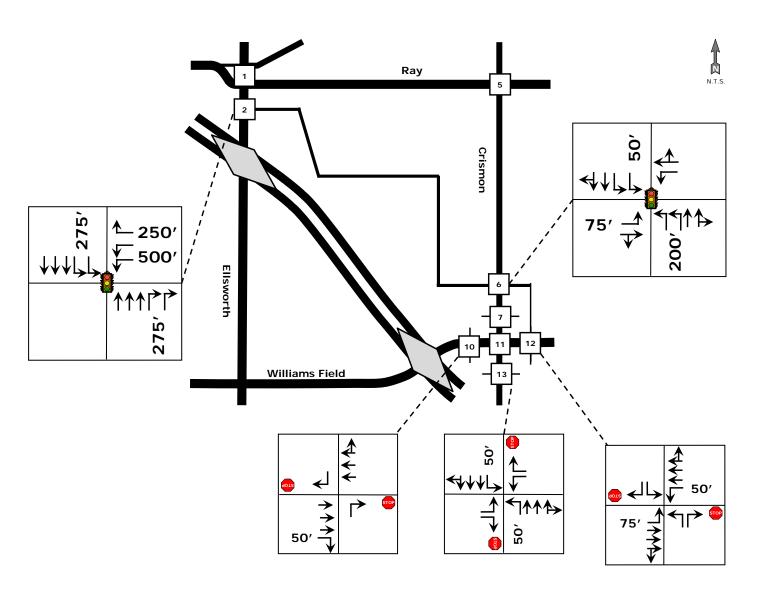


Figure 2: Recommended Lane Configuration and Turn Lane Lengths

Introduction

The proposed Pacific Proving Grounds North development is located in east Mesa as indicated in **Figure 3**. It is approximately four (4) miles south of US-60, approximately one mile east of the north-south portion of SR-202, and immediately north of the proposed SR-24. It is located southeast of the Ellsworth Road and Ray Road intersection extending southeast to the northwest corner of the planned Crismon Road and Williams Field Road intersection.

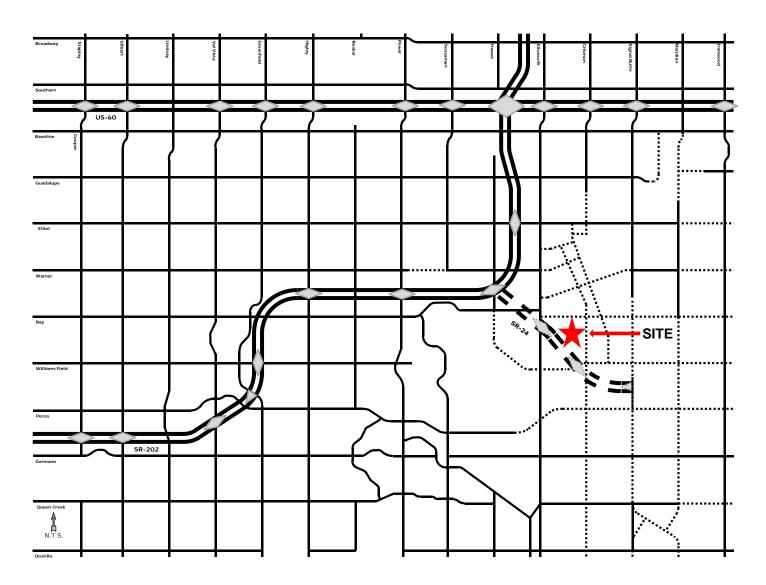


Figure 3: Pacific Proving Grounds North Location

Scope of Study

There are six (6) purposes for this analysis:

- Obtain existing traffic counts
- Utilize previously prepared transportation models to estimate ambient 2020 traffic volumes
- Estimate new traffic generated by proposed development
- ❖ Assign and distribute new traffic to surrounding street system
- Evaluate operation of adjacent and site intersections with new development
- Determine need for traffic control and lane configuration at adjacent and site intersections



Proposed Development and Surrounding Land Use

Figure 4 provides the planned street system in the local vicinity.

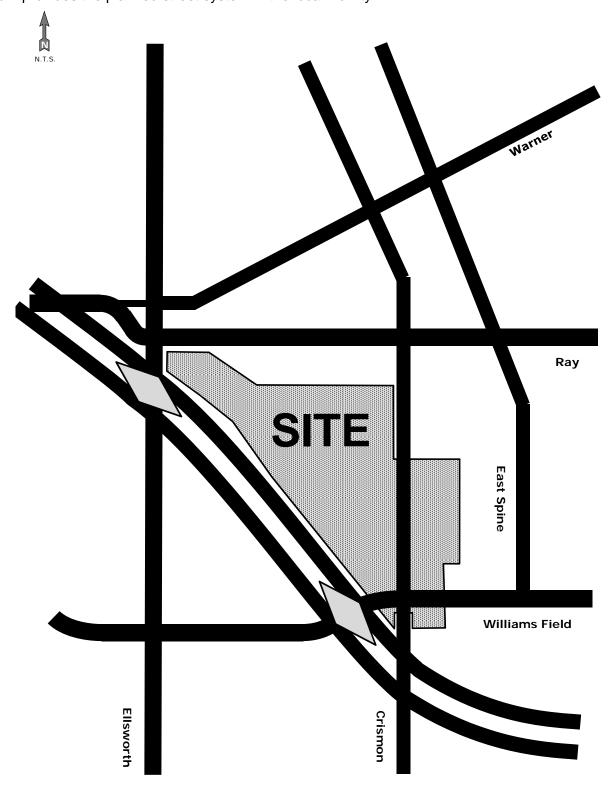


Figure 4: Local Vicinity Map

The proposed development consists of residential and commercial property of approximately 485 acres separated into five (5) development units. The development was initially proposed to include approximately 1,500 to 3,500 homes, and approximately 625,000 to 1,500,000 square feet of commercial businesses. **Figure 5** provides a conceptual development plan. The land surrounding the proposed development consists primarily of underutilized property anticipated for development in the next 10 to 30 years.



Note: Approximate location of future Ray Road public flood control channel crossing and Ray Road access. Detailed study and cost sharing to be included with DU 1 TIA update. Traffic signal and location shown are proposed.

Figure 5: Conceptual Plan



Development Unit 2 is currently being planned and will be constructed in two (2) separate phases. A definitive site plan has been prepared for the DU2 – Phase 1 portion as shown in **Figure 6.** This site plan includes a total of 646 dwelling units. This results in a reduction from the previously planned density of 591 dwelling units. The assumed density DU2 – Phase 2 and the other development units remain unchanged from the previous report.

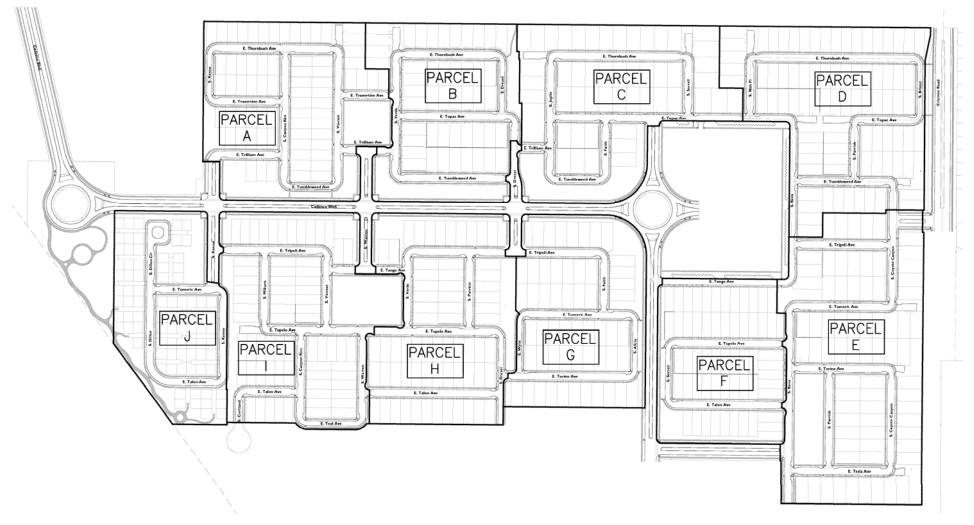


Figure 6: Development Unit 2 – Phase 1 Site Plan

The potential land uses with minimum and maximum sizes for each Development Unit are provided in **Table 1**. The minimum total number of residential units as summed by the five (5) development units is 1,250; however, the minimum allowable number of total residential units has been determined to be 1,500.

Table 1: Potential Land Uses and Sizes by Development Unit

		RESID	ENTIAL	NON-RESIDENTIAL			
	SIZE	(dwellin	g units)	(square feet)			
DEVELOPMENT UNIT	(acres)	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM		
1	60.4	300	700	350,000	550,000		
2	297.0	750 1,609		50,000	125,000		
3	19.9	0	0	75,000	350,000		
4	87.1	200	600	50,000	125,000		
5	20.0	0	0	100,000	350,000		
TOTAL	484.4	1,500 *	2,909	625,000	1,500,000		

The land use types and sizes utilized for purposes of this analysis are provided in **Table 2**.

Table 2: Analyzed Land Uses and Sizes by Development Unit

	DU1	DU2	DU3	DU4	DU5
Residential (dwelling units)	700	1,609	0	600	0
Office (1,000 square feet)	60	30	30	25	70
Commercial (1,000 square feet)	240	120	120	100	280

Recognizing the preliminary planning stage of Pacific Proving Grounds North; the land use types, sizes, and locations will change as the development ensues. Traffic volumes and recommended roadway classifications are based upon maximum build-out potential for Pacific Proving Grounds North. Additional traffic studies should be accomplished as the development progresses and greater detail becomes available. Utilizing maximum potential land use types and sizes has resulted in conservative estimates of future traffic volumes, lane numbers, lane configurations, street classifications, and intersection operation. Future traffic studies with more accurate development characteristics may result in lower traffic volume estimates and therefore may reduce the necessary street requirements.

Figure 7 provides the adjacent street system and primary internal street, and intersections that will serve the Pacific Proving Grounds North development.

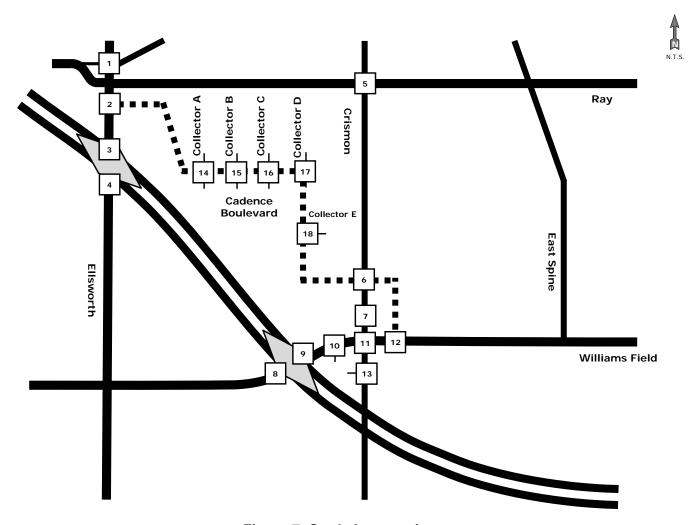


Figure 7: Study Intersections

The following intersections will be analyzed for future conditions with the proposed Pacific Proving Grounds North development:

Ellsworth Road and Ray Road

Ellsworth Road and Access 2

Crismon Road and Ray Road

Crismon Road and Access 6

Crismon Road and Access 7

Crismon Road and Access 13

Access 10 and Williams Field Road

Crismon Road and Williams Field Road

Access 12 and Williams Field Road

Collector A and Cadence Boulevard

Collector B and Cadence Boulevard

Collector C and Cadence Boulevard

Collector D and Cadence Boulevard

Cadence Boulevard and Collector E

Existing Traffic Counts

Traffic Research and Analysis, through contract with EPS Group, obtained current traffic volumes on Wednesday, 25 May 2011 in fifteen-minute intervals for 24 hours at selected adjacent street segments as illustrated in **Figure 8**.

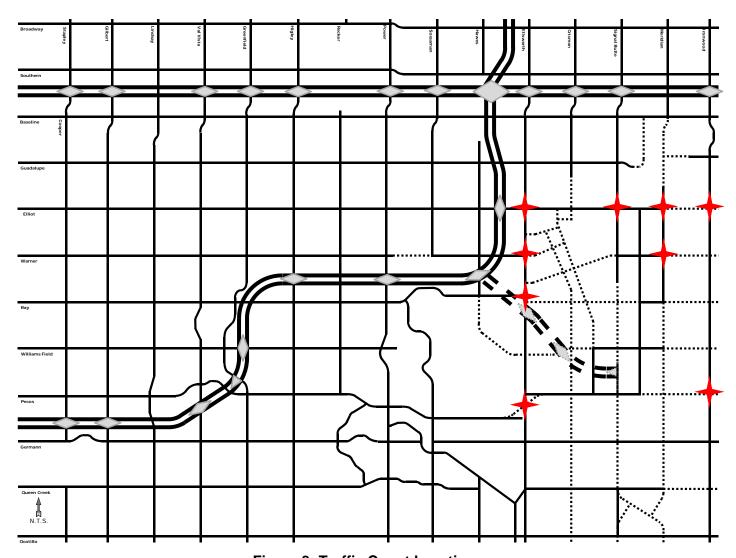


Figure 8: Traffic Count Locations

The existing traffic volumes are provided in **Appendix A** as graphs of the hourly counts by time of day. **Figure 9** depicts the total two-way daily traffic volumes. **Figure 10** provides the directional daily traffic volumes. **Figure 11** and **Figure 12** respectively provide the directional morning peak hourly traffic and peak hour times. **Figure 13** and **Figure 14** respectively provide the directional evening peak hourly traffic and peak hour times.

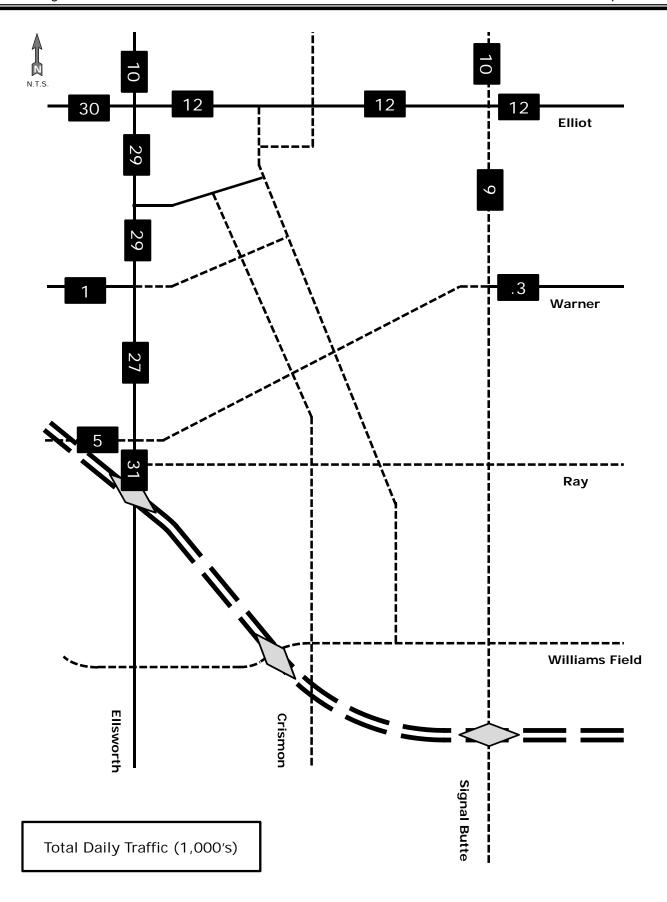


Figure 9: Existing 2011 Traffic Counts - Total Day

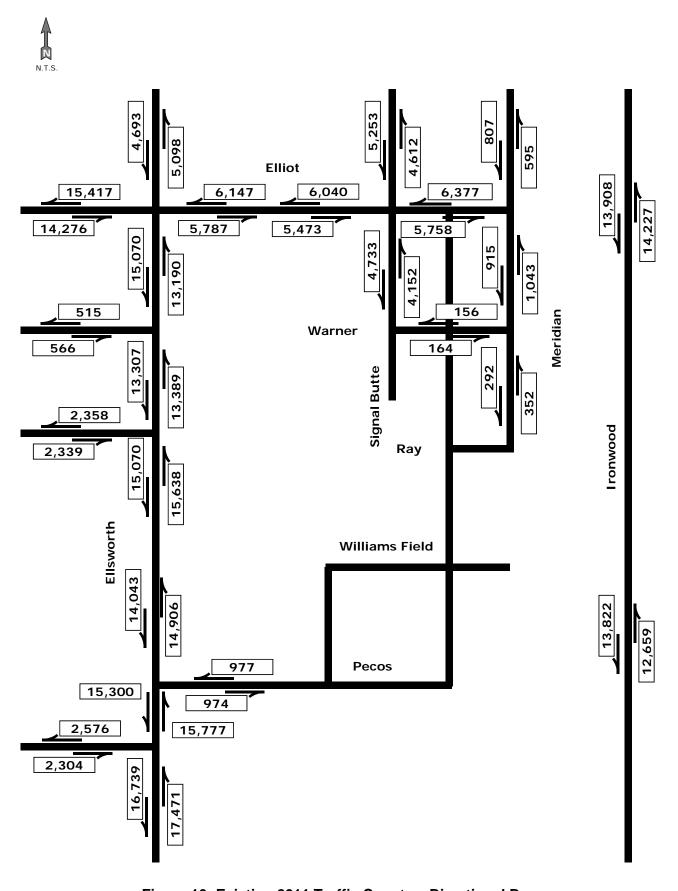


Figure 10: Existing 2011 Traffic Counts - Directional Day

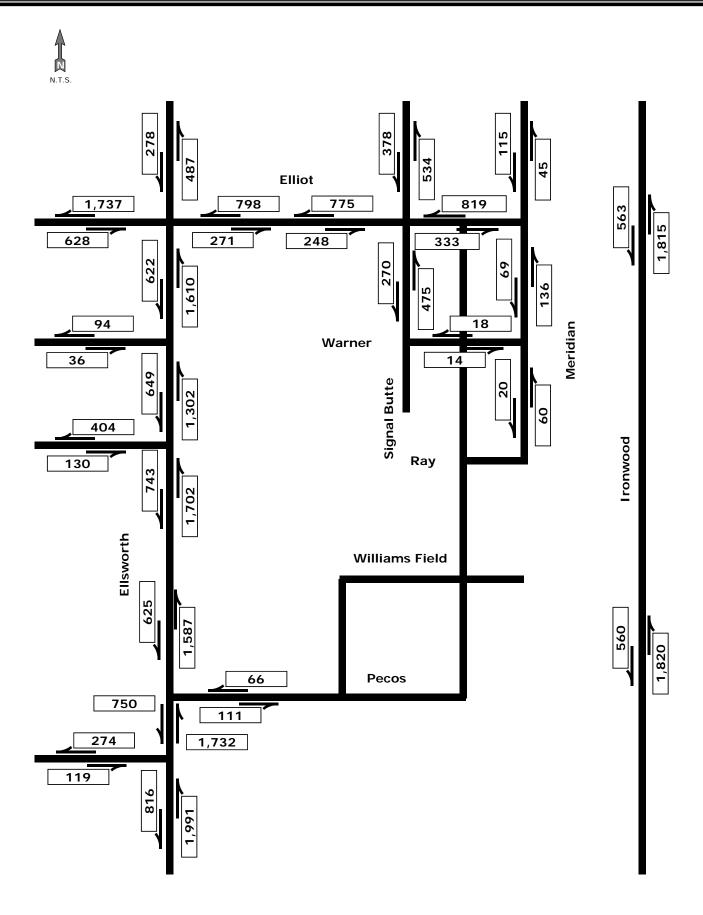


Figure 11: Existing 2011 Traffic Counts - Directional AM Peak Hour

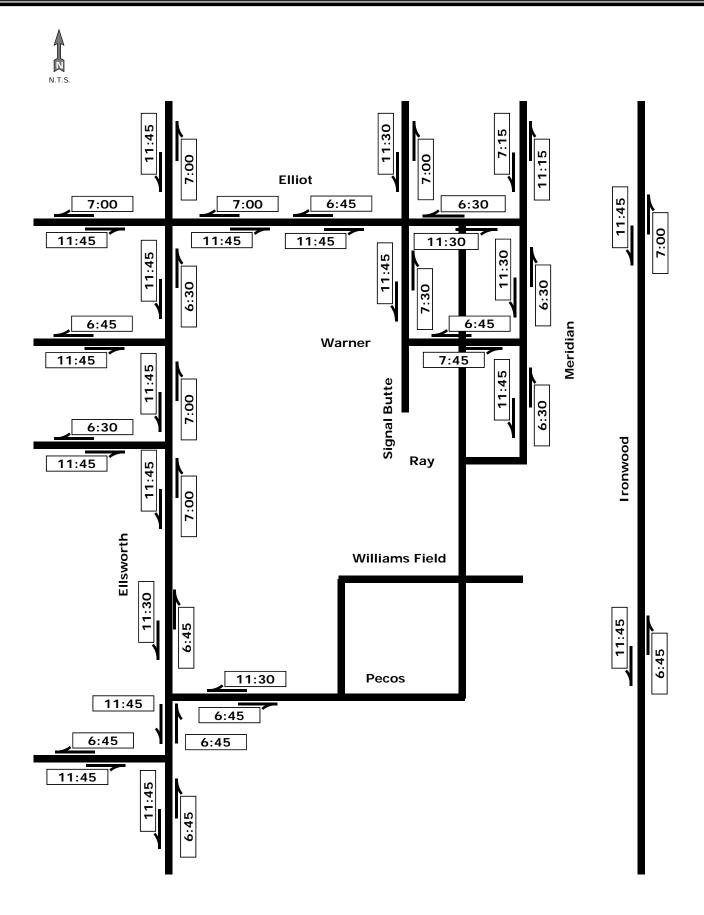


Figure 12: Existing 2011 Traffic Count – AM Peak Hour Time

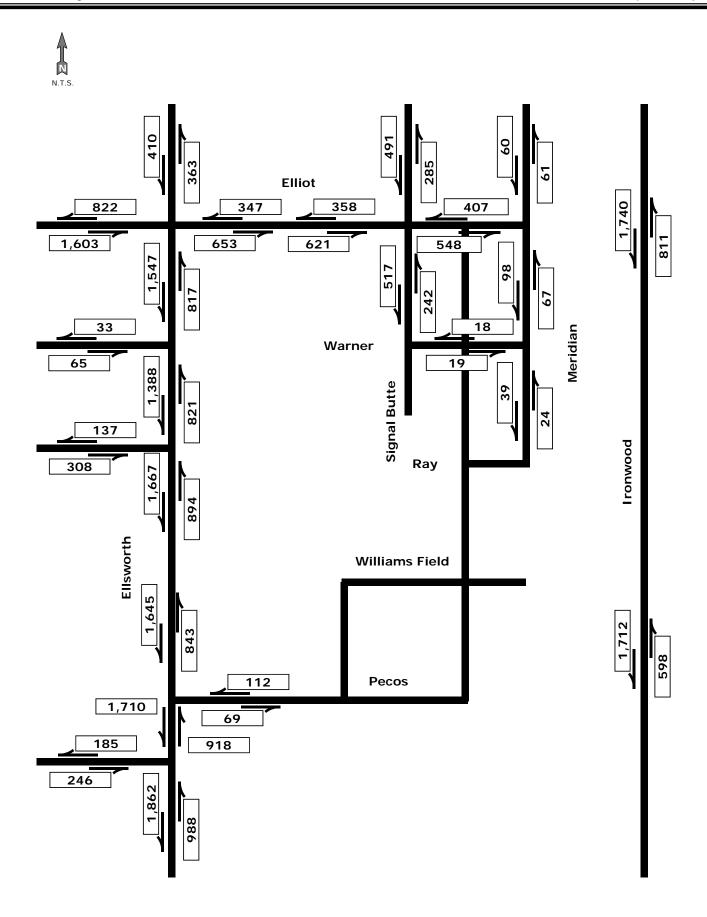


Figure 13: Existing 2011 Traffic Counts - Directional PM Peak Hour

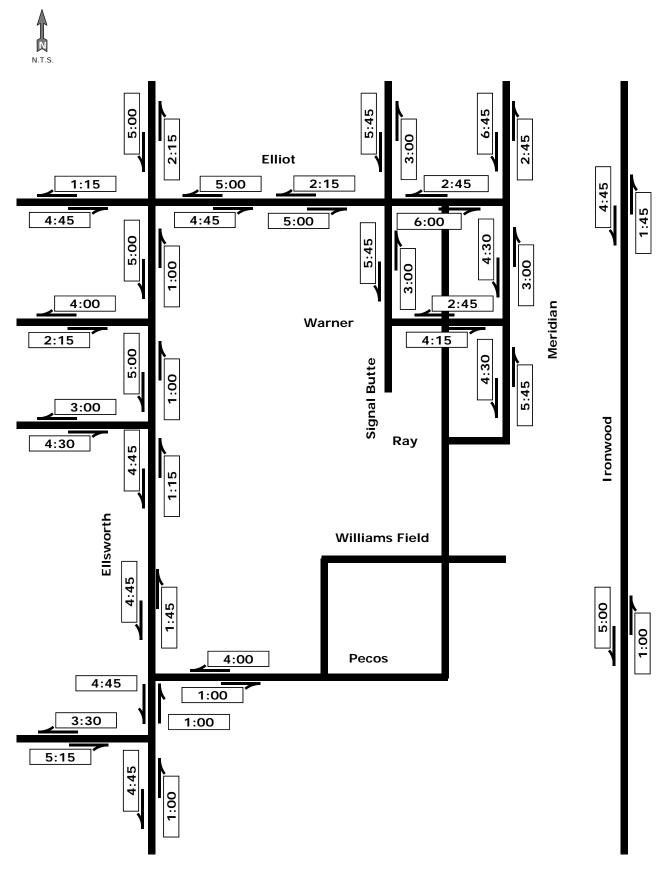


Figure 14: Existing 2011 Traffic Count - PM Peak Hour Time

These data indicate that the traffic patterns are dominantly commute traffic – with morning traffic greatest to the north and west, and evening traffic greatest to the east and south. These data imply that people reside southeast of the Pacific Proving Grounds North site and commute to employment northwest of the site.

Future Traffic Volumes

The portion of Mesa in the vicinity of property of the Pacific Proving Grounds North (PPGN) has been extensively examined by three (3) transportation prediction models. These models have been utilized by the City of Mesa in its transportation planning for development of the Mesa Proving Grounds (MPG) and adjacent properties.

The first transportation model for property in this portion of Mesa was prepared for DMB Associates for the property identified as Mesa Proving Grounds (MPG) by DMJM and dated 23 September 2008. Pertinent excerpts of this document are provided as **Appendix B** to this report. The pertinent traffic volumes predicted for 2030 without development of the Proving Grounds are provided in **Figure 15**. The predicted 2030 traffic volumes for Ellsworth Road are substantially less than the existing 2011 traffic volumes – varying from approximately 20% to approximately 50% less.

The intersection of Ellsworth Road and Ray Road was analyzed as one full intersection. At the time these transportation planning models were developed, the Ellsworth / Ray intersection was anticipated to be one full intersection. Current plans identify this intersection as two (2) full intersections as indicated in **Figure 4**. The south intersection will be the dominant arterial and will include a reverse curve west of Ellsworth Road. The north intersection will include a connection to Ray Road west of Ellsworth Road, and become South Warner Road east of Ellsworth Road. The transportation planning model traffic volume results are provided as previously determined without modification.



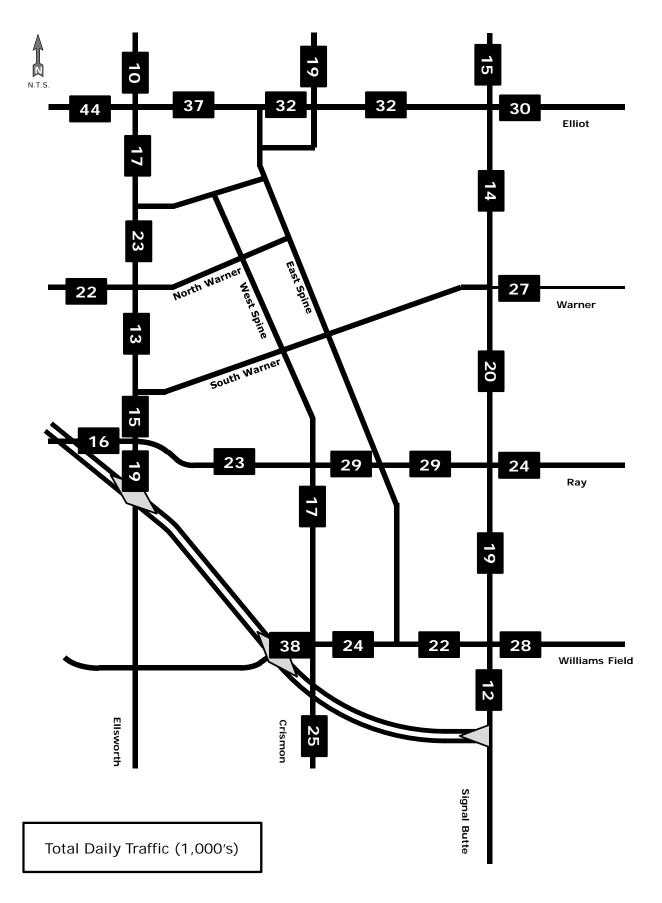


Figure 15: 2030 Traffic Volumes without MPG or PPGN (DMJM)



The pertinent traffic volumes predicted for 2030 with development of the Mesa Proving Grounds and without development of Pacific Proving Grounds North are provided in **Figure 16**.

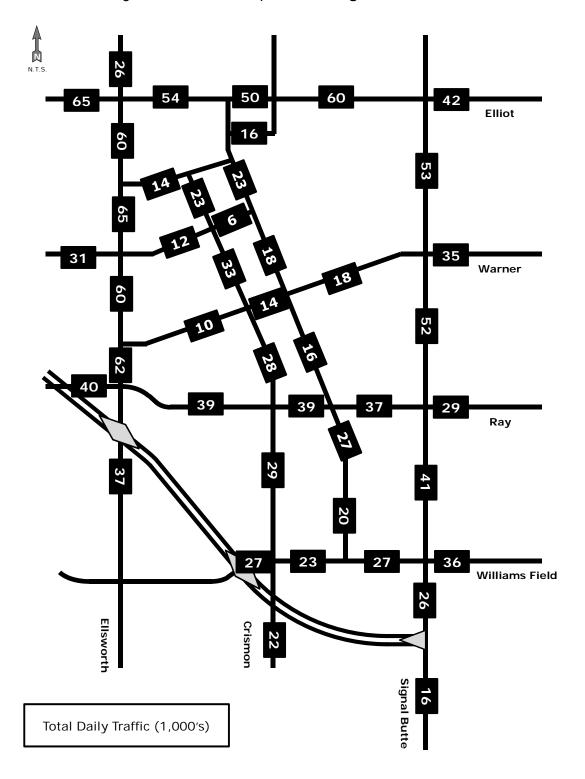


Figure 16: 2030 Traffic Volumes with MPG without PPGN (DMJM)

The second model predicting future traffic volumes was prepared for the City of Mesa for a larger portion of Mesa termed "Mesa Gateway" by HDR and dated 23 January 2009. **Appendix C** provides pertinent excerpts of this document. This analysis did not provide future anticipated traffic volumes.



The third future traffic volume prediction model was prepared for Maricopa County for Signal Butte Road from Ocotillo Road to the US-60. It was prepared by EPS Group and dated December 2009. **Appendix D** provides pertinent excerpts of this document. This document was limited to one north-south street and the immediately adjacent east-west street segments. The resultant traffic volumes are provided in **Figure 17**.

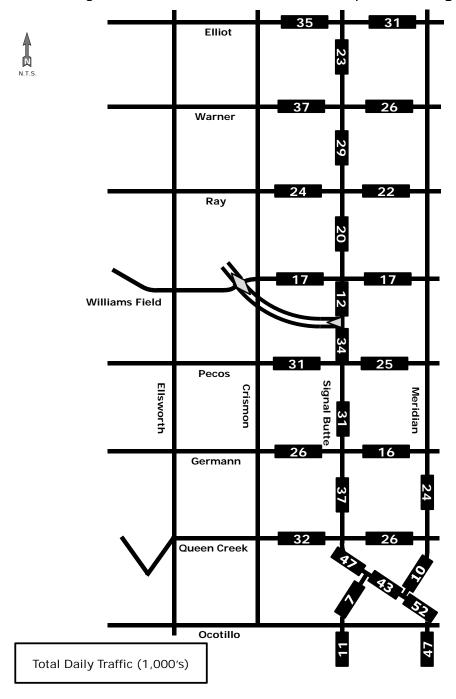


Figure 17: Signal Butte Road 2030 Traffic Volumes without MPG and PPGN (EPS Group)

The appropriate model to utilize for future ambient traffic volumes is the DMJM model with the Mesa Proving Grounds site and without the Pacific Proving Grounds North site as indicated in **Figure 16**. The provided volumes are total daily volumes for the year 2030. The horizon year for this analysis is 2020, and therefore the 2020 traffic volumes must be interpolated between the existing 2011 and predicted 2030 traffic volumes.



The only existing intersections in the study vicinity are the Ellsworth / Ray and Ellsworth / Elliot intersections. The existing 2011 and predicted 2030 traffic volumes at these two (2) intersections can be utilized to estimate the 2020 traffic volumes at all study intersections. **Table 3** provides the calculation of a ratio that can be utilized to convert predicted 2030 volumes to predicted 2020 volumes. The average value of the four (4) largest ratios of 2020 volumes to the 2030 volumes was 71.21%. This value was multiplied by the 2030 traffic volumes at the study intersections and approximated to the nearest 1,000 daily vehicles to predict the 2020 traffic volumes.

Table 3: Anticipated Traffic Volume Increase 2011 to 2030

	1	Leonon	l	A	l	l paga
		Existing	Predicted	Annual	Interpolated	Ratio
		2011	2030	Increase	2020	2020 to 2030
Ellsworth	North of Ray	27,000	62,000	6.82%	43,579	70.29%
Ellsworth	South of Ray	31,000	62,000	5.26%	45,684	73.68%
Ray	West of Ellsworth	5,000	40,000	36.84%	21,579	53.95%
Ellsworth	North of Elliot	10,000	26,000	8.42%	17,579	67.61%
Ellsworth	South of Elliot	29,000	60,000	5.63%	43,684	72.81%
Elliot	West of Ellsworth	30,000	65,000	6.14%	46,579	71.66%
Elliot	East of Ellsworth	12,000	54,000	18.42%	31,895	59.06%
						-
		Average without three lowest 2011 volumes 71.21%				

Table 4 provides the calculation of the anticipated 2020 traffic volumes at the Ellsworth / Ray, Crismon / Ray, and Crismon / Williams Field intersections.

Table 4: Anticipated 2020 Traffic Volume at Study Intersections

			·
		Predicted	Predicted
		2030	2020
Ellsworth	North of Ray	62,000	44,000
Ellsworth	South of Ray	62,000	44,000
Ray	West of Ellsworth	40,000	28,000
Ray	East of Ellsworth	39,000	28,000
Crismon	North of Ray	28,000	20,000
Crismon	South of Ray	29,000	21,000
Ray	West of Crismon	39,000	28,000
Ray	East of Crismon	39,000	28,000
Crismon	North of Williams Field	29,000	21,000
Crismon	South of Williams Field	22,000	16,000
Williams Field	West of Crismon	27,000	19,000
Williams Field	East of Crismon	23,000	16,000
		_	



Future ambient 2020 directional peak hourly turning movement traffic volumes were determined with the following automated mathematical iteration process.

- 1. Multiply the total daily volume by 48% to 50% (to introduce variability in estimations).
- Assume hourly factors of 10% to 12% in the peak travel direction and 5% to 7% in the non-peak travel direction to predict the total approach and total departure volumes. (The different percentages were paired to provide variety of hourly approach and departure volumes – particularly at locations where similar directional daily approach and departure volumes are predicted.)
- 3. Assume turning movement percentages for each intersection approach.
- 4. Calculate the turning movement volumes and the resulting total departure volumes.
- 5. Compare these calculated departure volumes to the predicted departure volumes.
- 6. Repeat the iterative process to minimize the sum-of-the-squares of the difference between the calculated and predicted total departure volumes.
- 7. A minimum volume of 100 vehicles-per-hour was utilized.

The intersection of Ellsworth Road and Ray Road was analyzed as one full intersection. This intersection may be constructed to a different configuration. Estimating 2020 ambient regional traffic volume for an uncertain intersection configuration is beyond the scope of this traffic impact analysis.

The results of this process for the three (3) adjacent study intersections are provided in **Figure 18**.

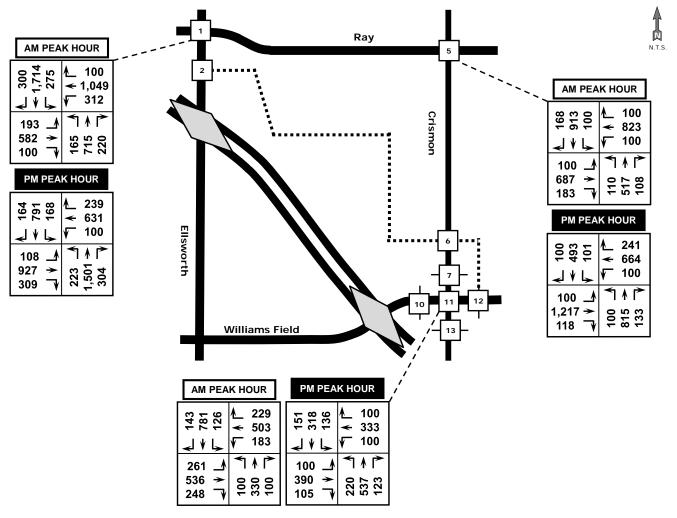


Figure 18: 2020 Traffic Volumes with MPG without PPGN



Proposed Site - Trip Generation

The estimated trip generation for the proposed Pacific Proving Grounds North development was determined through the procedures and data contained within the Institute of Transportation Engineers (ITE) *Trip Generation*, 8th Edition, published in 2008. This document provides traffic volume data from existing developments throughout North America that can be utilized to estimate vehicle trips that might be generated from proposed developments. The traffic data are provided for 162 different categories. The estimated traffic volume is dependent upon independent variables defined by the type and size of each land use category.

There is considerable data for residential developments. For this study, ITE Land Use Code 210, Single Family Detached Housing, and ITE Land Use Code 270, Residential Planned Unit Development, were considered. Four (4) independent variables – dwelling unit, acre, vehicle, and person – are available for Single-Family Detached Housing to predict trips. Two (2) independent variables – dwelling unit and acre – are available for Residential Planned Unit Development to predict trips. The most appropriate independent variable for the proposed Pacific Proving Grounds North is either dwelling unit or acre – as prediction of the number of persons and vehicles would be invalid.

Pacific Proving Grounds North is proposed to include an estimated 2,909 dwelling units on approximately 445 acres. The characteristics of the data in *Trip Generation* that determine the average trip generation rates were examined. The data for Land Use Code 210 are dominated by developments of less than 500 dwelling units. For example, for the weekday total-day data using dwelling units as the independent variable, the average development size is 197 dwelling units – substantially and meaningfully less than 2,909 dwelling units. These data are invalid for Pacific Proving Grounds North.

Table 5 provides comparative *Trip Generation* average trip rates for land use codes 210 and 270 for both all dwelling unit sizes and only those with more than 1,000 dwelling units. (The data for developments with more than 1,000 dwelling units must be estimated from the graphs as *Trip Generation* does not list all data values.)

Table 5: Trip Generation Comparison for Land Use Codes 210 to 270

rable of this deficiation comparison for Land obe deads 210 to 270								
		TRIP GENERATION CODE						
		210 270						
PERIOD		ALL DATA	MORE THAN 1,000 DU	ALL DATA	MORE THAN 1,000 DU			
DAY	RANGE OF RATES	4.31 to 21.85	6.36 to 10.77	5.79 to 14.38	6.09 to 9.38			
	AVERAGE RATE	9.57	8.34	7.50	7.26			
AM	RANGE OF RATES	0.33 to 2.27	0.55 to 1.10	0.20 to 0.77	0.42 to 0.67			
PEAK	AVERAGE RATE	0.75	0.86	0.51	0.50			
PM	RANGE OF RATES	0.42 to 2.98	0.74 to 1.47	0.43 to 1.13	0.37 to 0.81			
PEAK	AVERAGE RATE	1.01	1.07	0.62	0.54			

For Single-Family Detached Housing, the average size is approximately 70 acres and approximately 200 dwelling units. For Residential Planned Unit Development, the average size is 33 acres and approximately 700 to 1,000 dwelling units. These statistics suggest that the land use code of Residential Planned Unit Development with dwelling units is the closest average development size to the proposed Pacific Proving Grounds North. Additionally, for the Residential Planned Unit Development data, 15% to 30% of the studies are from existing developments of approximately 2,000 or more dwelling units. Whereas, for the Single-Family Detached Housing data, less than 1% of the studies are from existing developments of approximately 2,000 or more dwelling units.



Therefore, the land use code of Residential Planned Unit Development with the independent variable of dwelling units was utilized for the residential component of this analysis. The trip generation for the entire Pacific Proving Grounds North residential development was calculated. The portion of the total within each development unit was determined as provided in **Table 6**. These percentages were then applied to each of the development units to determine the amount of traffic generated by each development unit.

Table 6: PPGN Dwelling Units by Development Unit

	DWELLING UNITS	PERCENTAGE OF TOTAL
DEVELOPMENT UNIT 1	700	24%
DEVELOPMENT UNIT 2	1,609	55%
DEVELOPMENT UNIT 3	0	0%
DEVELOPMENT UNIT 4	600	21%
DEVELOPMENT UNIT 5	0	0%
TOTAL	2,909	100%

Appendix E provides the complete results of these calculations. **Table 7** summarizes the total trip generation for the residential component of Pacific Proving Grounds North.

Table 7: PPGN Residential Trip Generation

	ı .			1		
	'	Weekday	/	,	Saturday	1
Time Period	Enter	Exit	Total	Enter	Exit	Total
Day	11,578	11,577	23,155	11,152	11,151	22,303
AM Peak Hour	522	1,784	2,306	-	-	-
PM Peak Hour	1,477	815	2,292	922	946	1,868

There is considerable data in *Trip Generation* for retail developments. The exact nature of the retail development is unknown. Therefore the most general category, ITE Land Use Code 820, Shopping Center, was utilized for this analysis. The independent variable available for this land use category to predict trips is 1,000 square feet of gross floor area.

To provide consistency, the peak hour of adjacent street time periods were selected rather than the peak hour of generator. The peak hour of generator for residential and for retail properties occur at different times, while the peak hour of adjacent street occurs at the same time for all land uses.

Appendix E also provides the complete results of the retail trip generation calculations. The primary commercial development use is anticipated to be retail. Retail uses generate substantially greater traffic volume than office uses – particularly during the evening peak hour which is typically the highest traffic volumes of the day. To provide the most conservative trip generation and the most valid estimate of future transportation needs, the commercial development was assumed to be entirely retail. Additionally, to provide the most conservative trip generation, the maximum allowable commercial area was assumed. **Table 8** summarizes the data for the maximum anticipated 1,500,000-square-feet retail component of Pacific Proving Grounds North. Furthermore to ensure conservative estimates, 100% of the retail traffic and 100% of the residential traffic was assumed to occur. In reality some of the retail traffic productions and attractions will also be residential traffic productions and attractions. This traffic typically constitutes 15% to 40% of the total site traffic.

Table 8: PPGN Retail Trip Generation

	,	Weekday	,		Saturday	1
Time Period	Enter	Exit	Total	Enter	Exit	Total
Day	34,993	34,988	69,981	44,720	44,718	89,438
AM Peak Hour	978	624	1,602	-	-	-
PM Peak Hour	3,173	3,303	6,476	4,441	4,101	8,542

To provide consistency, the peak hour of adjacent street time periods were selected rather than the peak hour of generator. The peak hour of generator for residential and for office properties occur at different times, while the peak hour of adjacent street occurs at the same time for all land uses.

There is also considerable data in *Trip Generation* for office developments. The exact nature of the office development is unknown. Therefore the most general category, ITE Land Use Code 710, General Office Building, is the most appropriate. **Appendix E** provides the calculation format for office use with the most appropriate independent variable of 1,000 square feet of gross floor area. However, the office use was assumed to be zero and therefore the traffic volumes are determined to also be zero. **Table 9** is provided to indicate the office trip generation of zero for the Pacific Proving Grounds North office component. As the planning for the development continues specific commercial uses will be determined. The office trip generation will increase as retail trip generation will decrease.

Table 9: PPGN Office Trip Generation

	ı			П		
	Weekday			Saturday		
Time Period	Enter	Exit	Total	Enter	Exit	Total
Day	0	0	0	0	0	0
AM Peak Hour	0	0	0	-	-	-
PM Peak Hour	0	0	0	0	0	0



The sum of the residential, retail, and office trip generation for Pacific Proving Grounds North is provided in **Table 10**.

		Weekday	Saturday		
Time Period	Day	AM	PM	Day	Peak
Residential	23,155	2,306	2,292	22,303	1,868
Retail	69,981	1,602	6,476	89,438	8,542
Office	0	0	0	0	0
Total	93,136	3,908	8,768	111,741	10,410

Table 10: PPGN Total Trip Generation

Proposed Site – Trip Distribution

The final determination related to the Pacific Proving Grounds North traffic is the direction the generated traffic utilizes to enter and exit the site. The site was examined to predict its traffic routes. The primary routes are to the Ellsworth Road access and the Crismon Road access. The majority of the residential traffic was assigned to Ellsworth Road. All of the Development Unit 1 commercial traffic was assigned to Ellsworth Road. The remainder of the commercial traffic was assigned primarily to Crismon Road and secondarily to Williams Field Road.

The intersection of Ellsworth Road and Ray Road was analyzed as one full intersection. The current concept for the Ellsworth / Ray intersection consists of two (2) four-approach intersections in close proximity, as indicated in **Figure 4**. While Pacific Proving Grounds North traffic can be readily assigned to the two (2) Ellsworth / Ray intersections, the regional 2020 ambient turning movement traffic volume determination for this recently developed intersection configuration is beyond the scope of this traffic analysis. As planning for the properties in the PPGN vicinity – particularly the properties directly served by the two (2) Ellsworth / Ray intersections – the non-site Ellsworth / Ray intersection traffic volume estimates will become more accurate.

Figure 19 through **Figure 22** respectively provide the Pacific Proving Grounds North site morning and evening peak hour turning movement volumes at the study intersections. **Figure 23** through **Figure 26** provide the total of the 2020 with site peak hour traffic volumes at the study intersections. **Figure 27** provides the Pacific Proving Grounds North site day segment traffic volumes at selected locations near the primary accesses. **Figure 28** and **Figure 29** provide the ambient 2020 and 2020 with site day traffic volumes, respectively, at selected segments near the primary accesses.

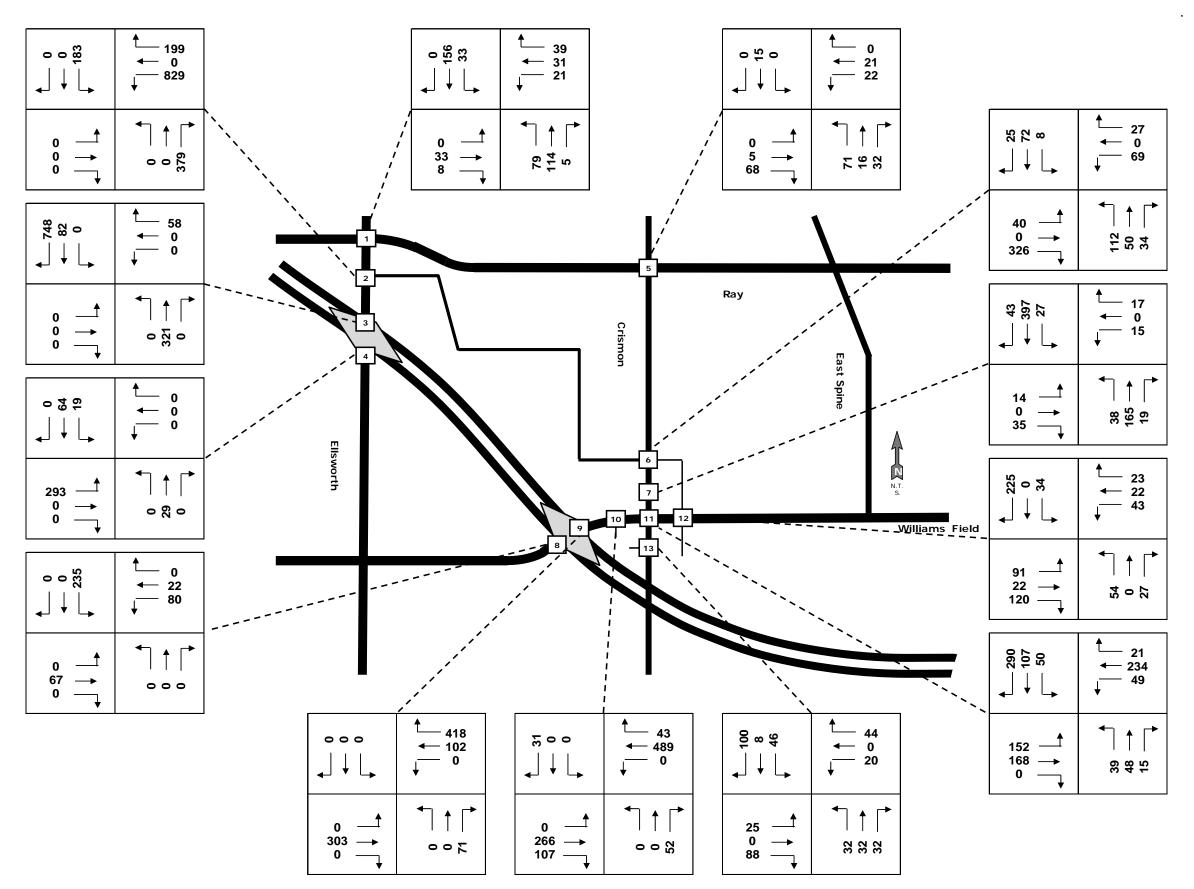


Figure 19: PPGN Traffic Volumes – AM Peak Hour

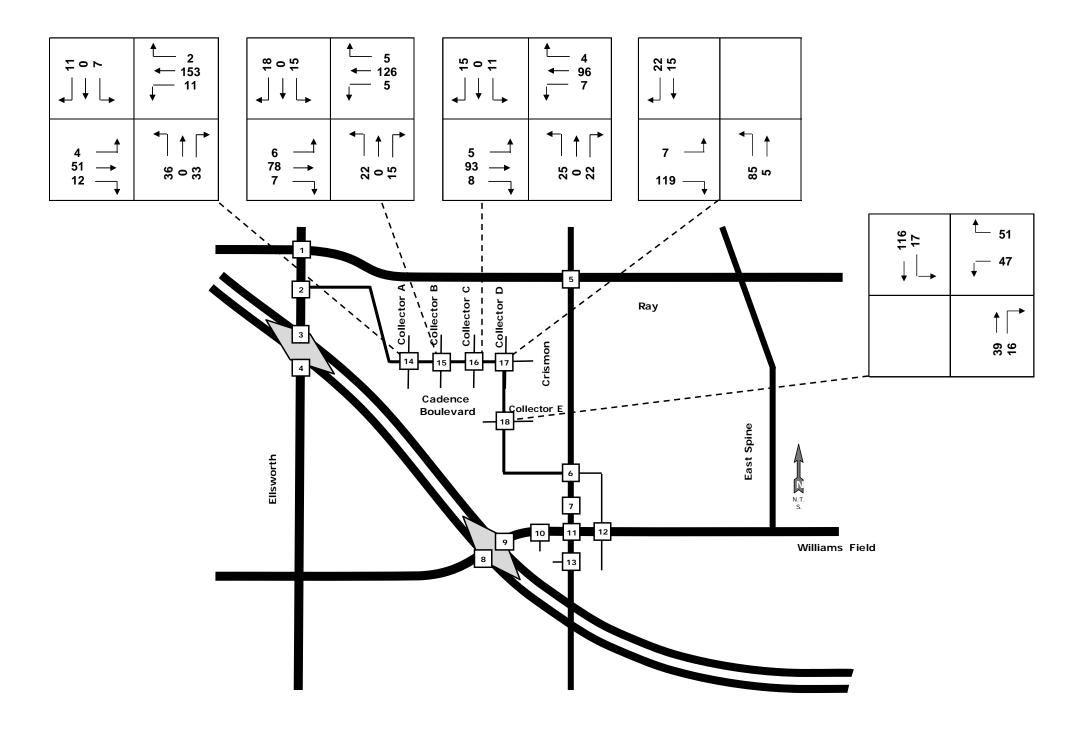


Figure 20: PPGN Traffic Volumes (Inset) – AM Peak Hour

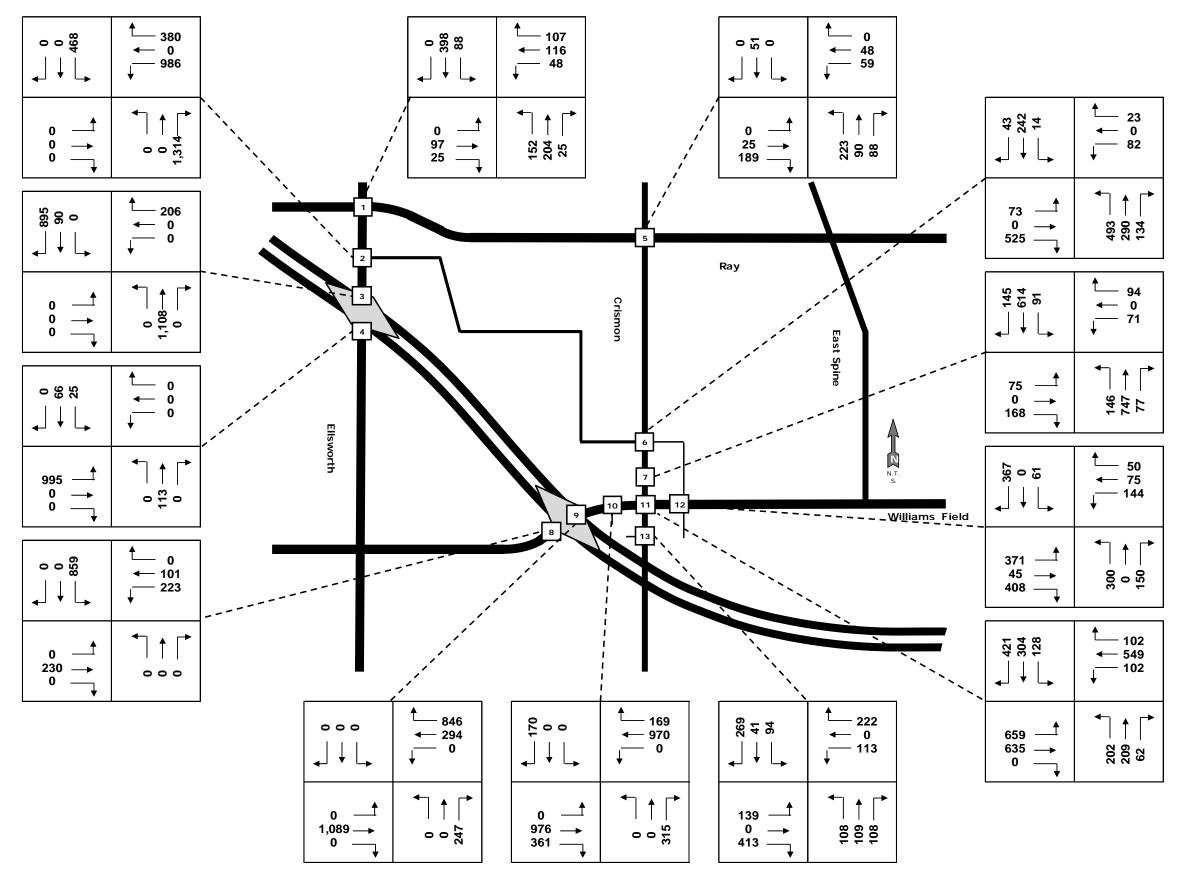


Figure 21: PPGN Traffic Volumes – PM Peak Hour

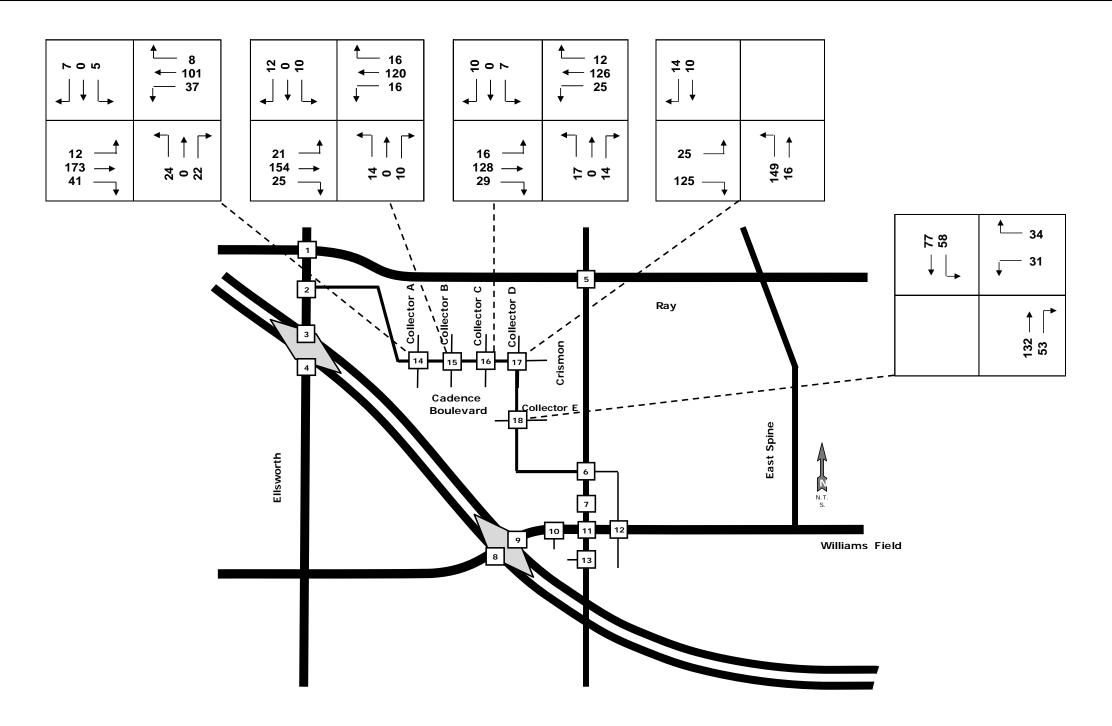


Figure 22: PPGN Traffic Volumes (Inset) – PM Peak Hour

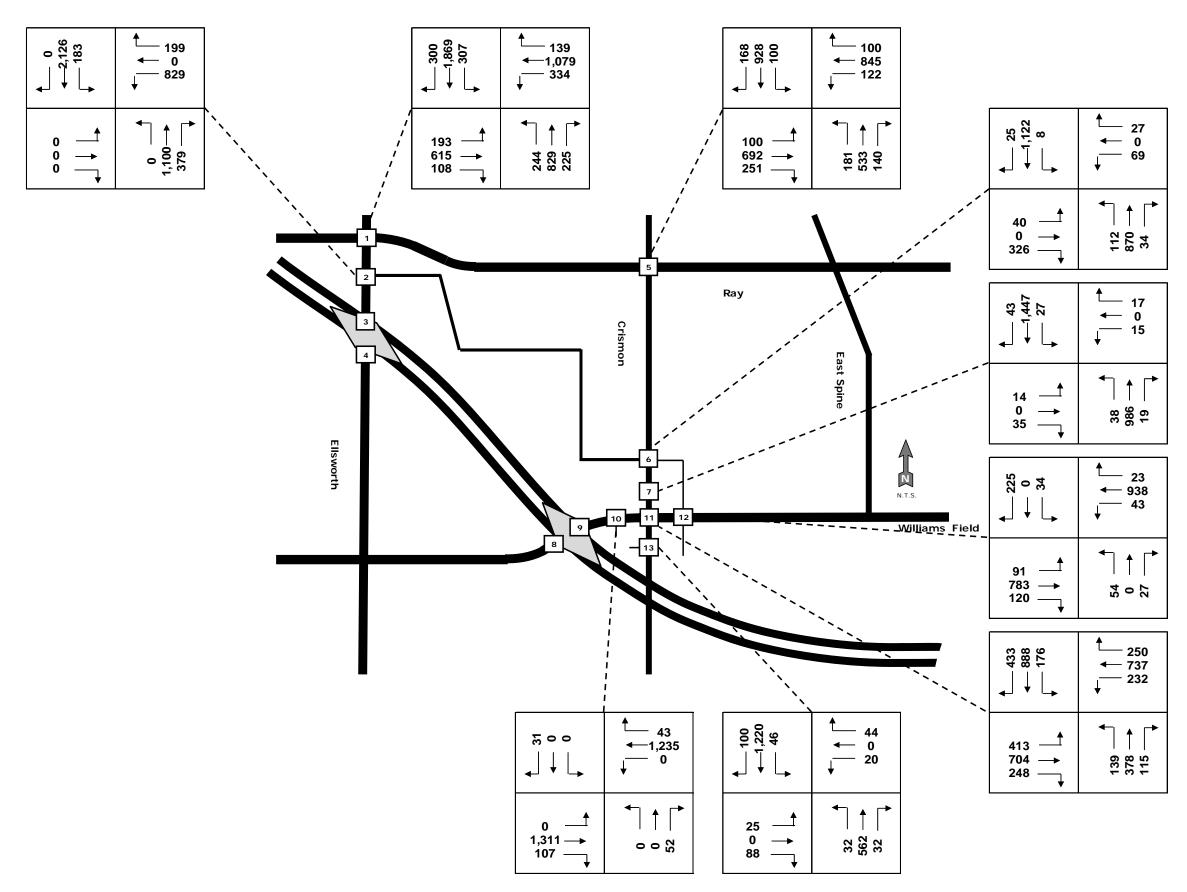


Figure 23: 2020 with PPGN Traffic Volumes – AM Peak Hour

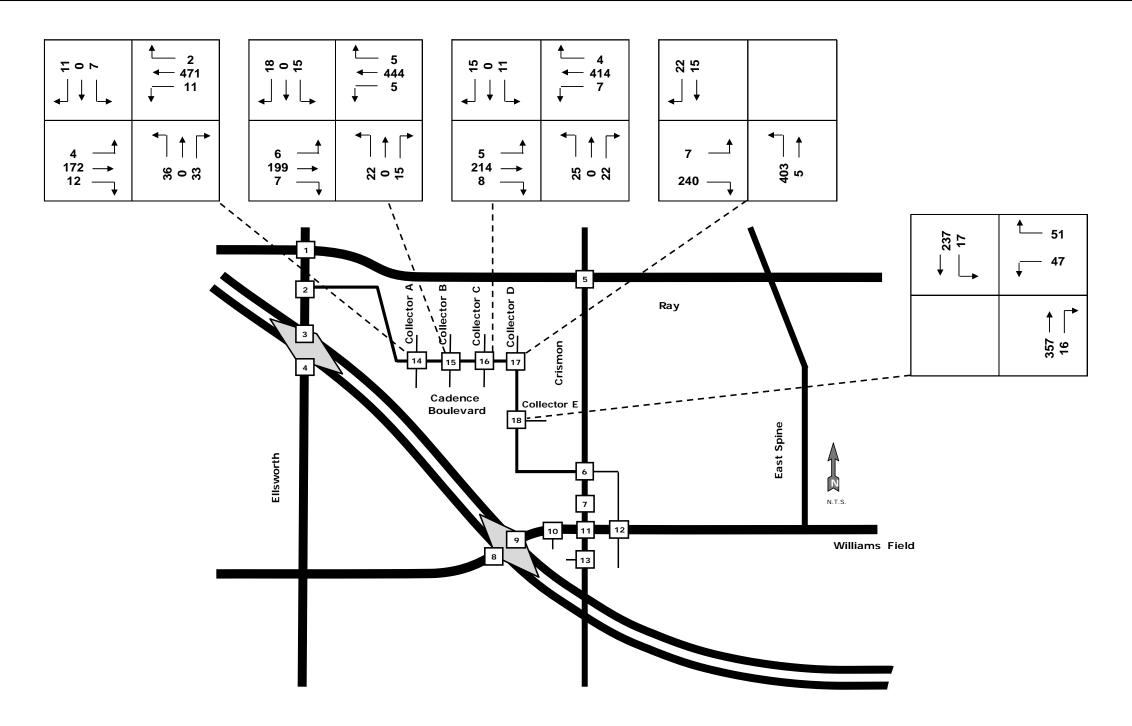


Figure 24: 2020 with PPGN Traffic Volumes (Inset) – AM Peak Hour

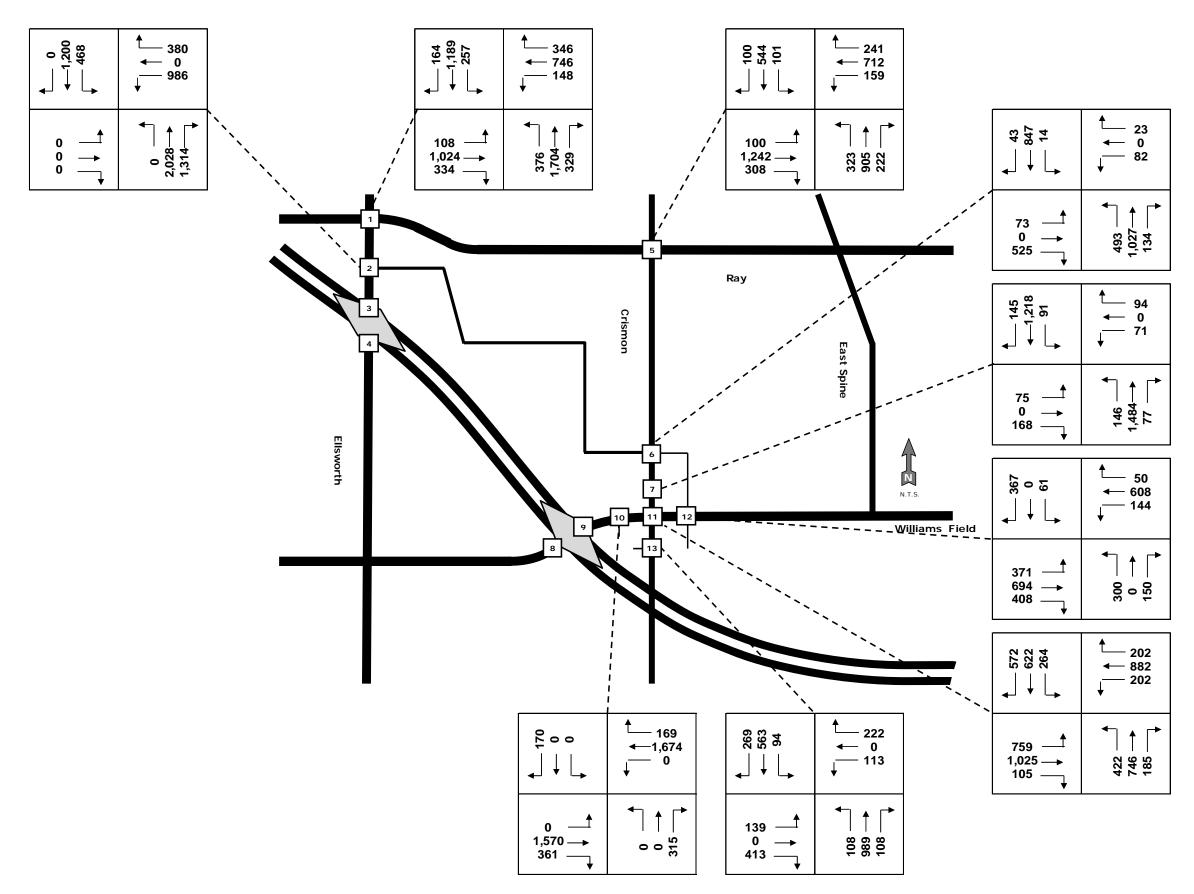


Figure 25: 2020 with PPGN Traffic Volumes – PM Peak Hour

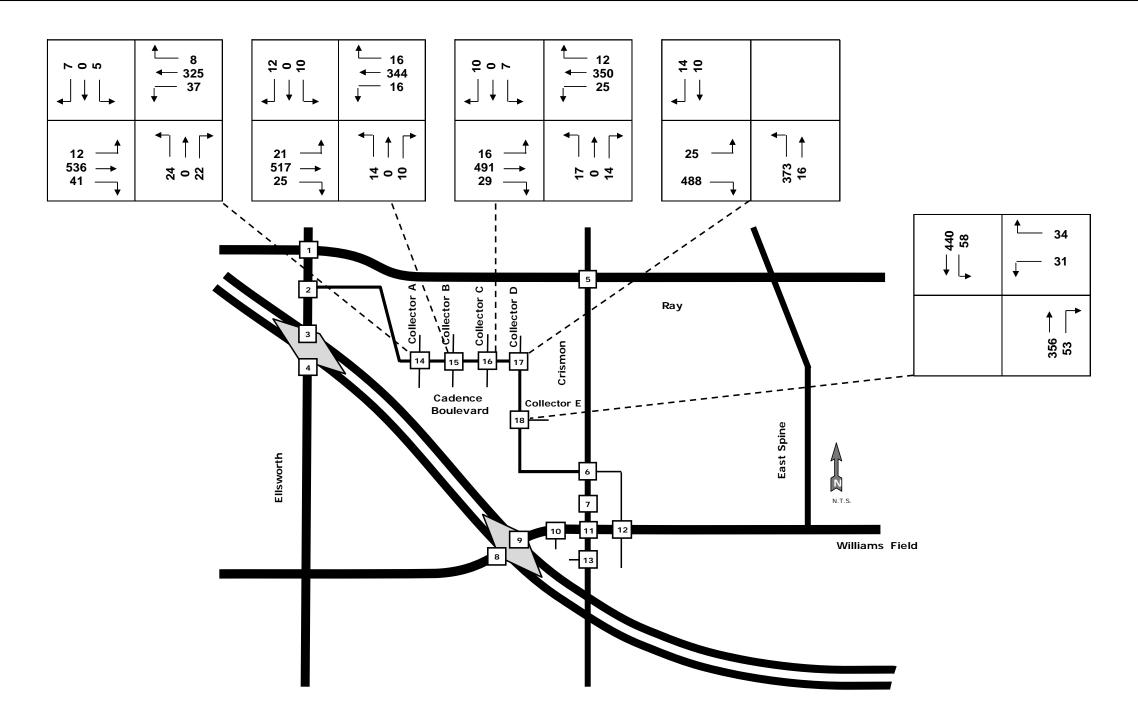


Figure 26: 2020 with PPGN Traffic Volumes (Inset) – PM Peak Hour

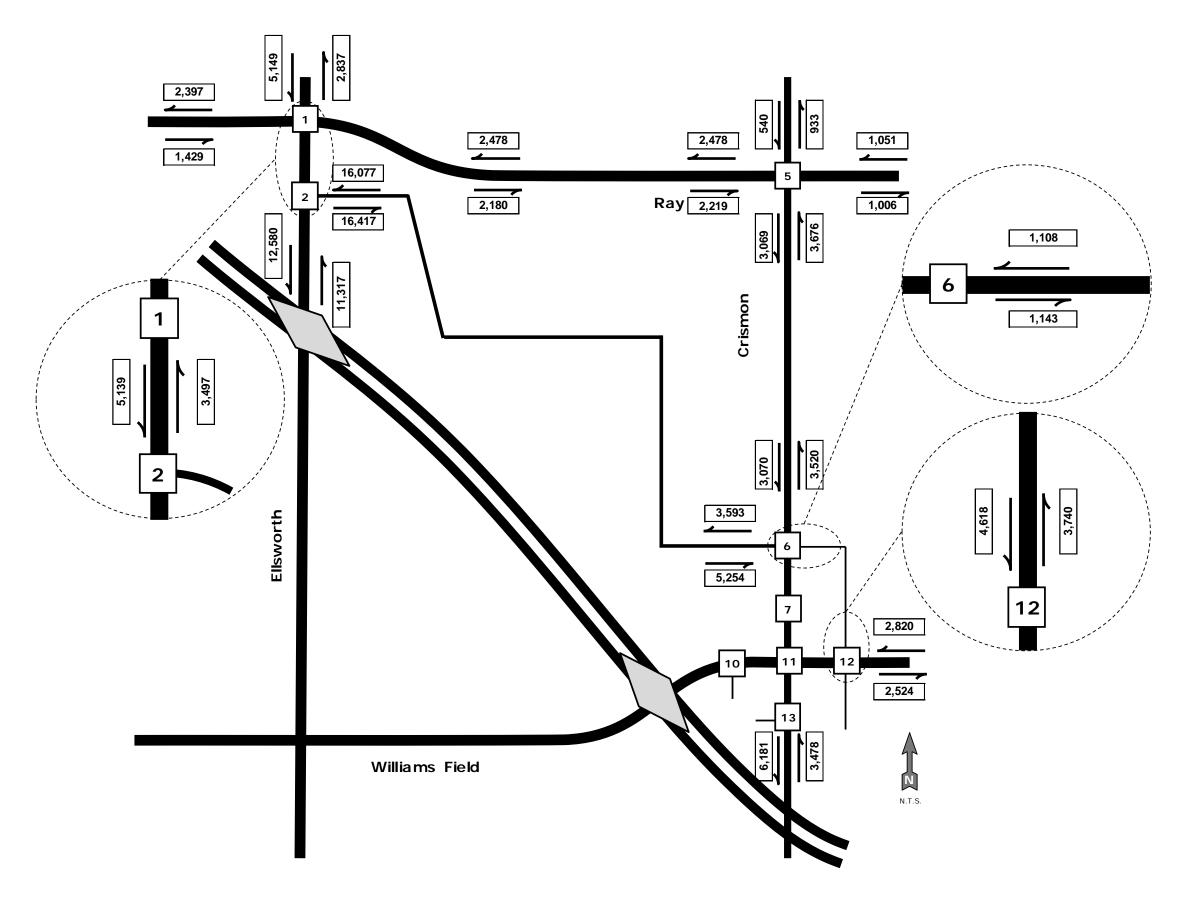


Figure 27: PPGN Traffic Volumes – Day

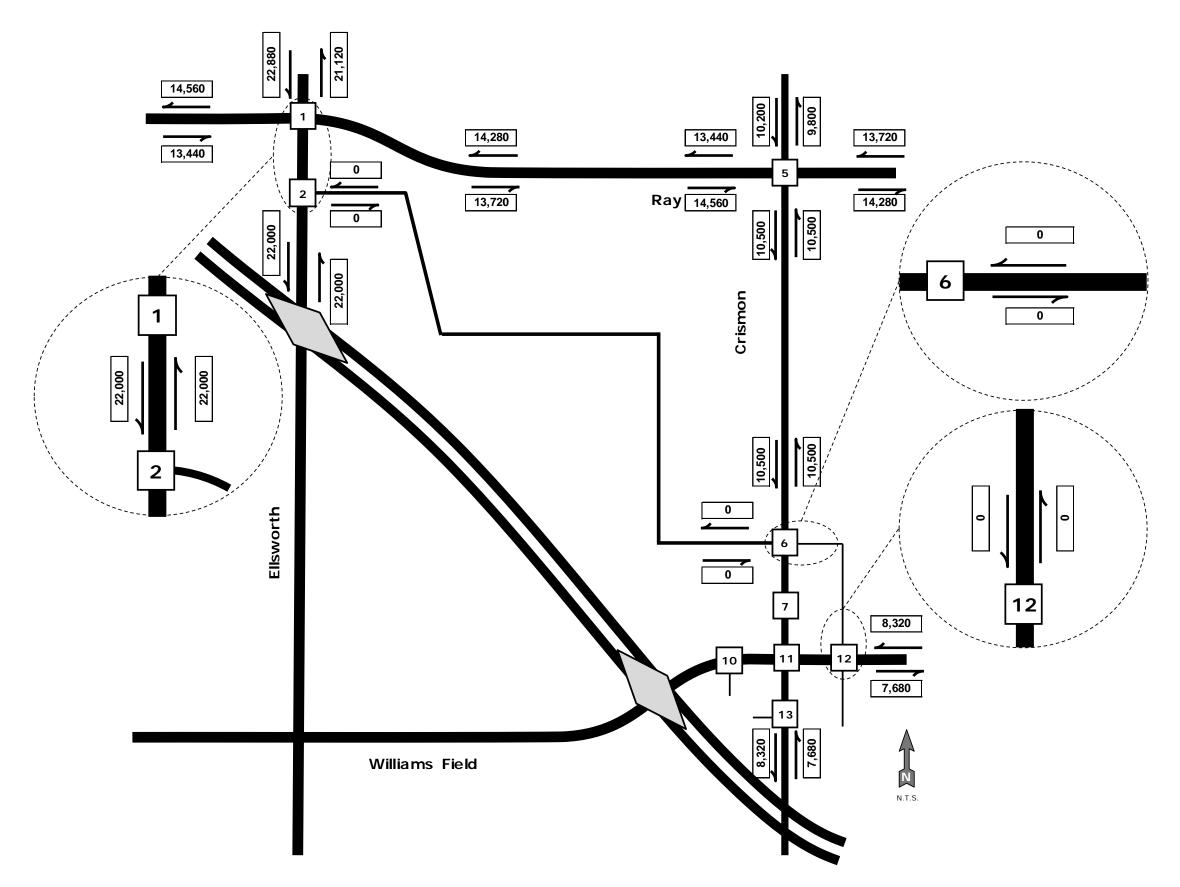


Figure 28: Ambient 2020 Traffic Volumes – Day

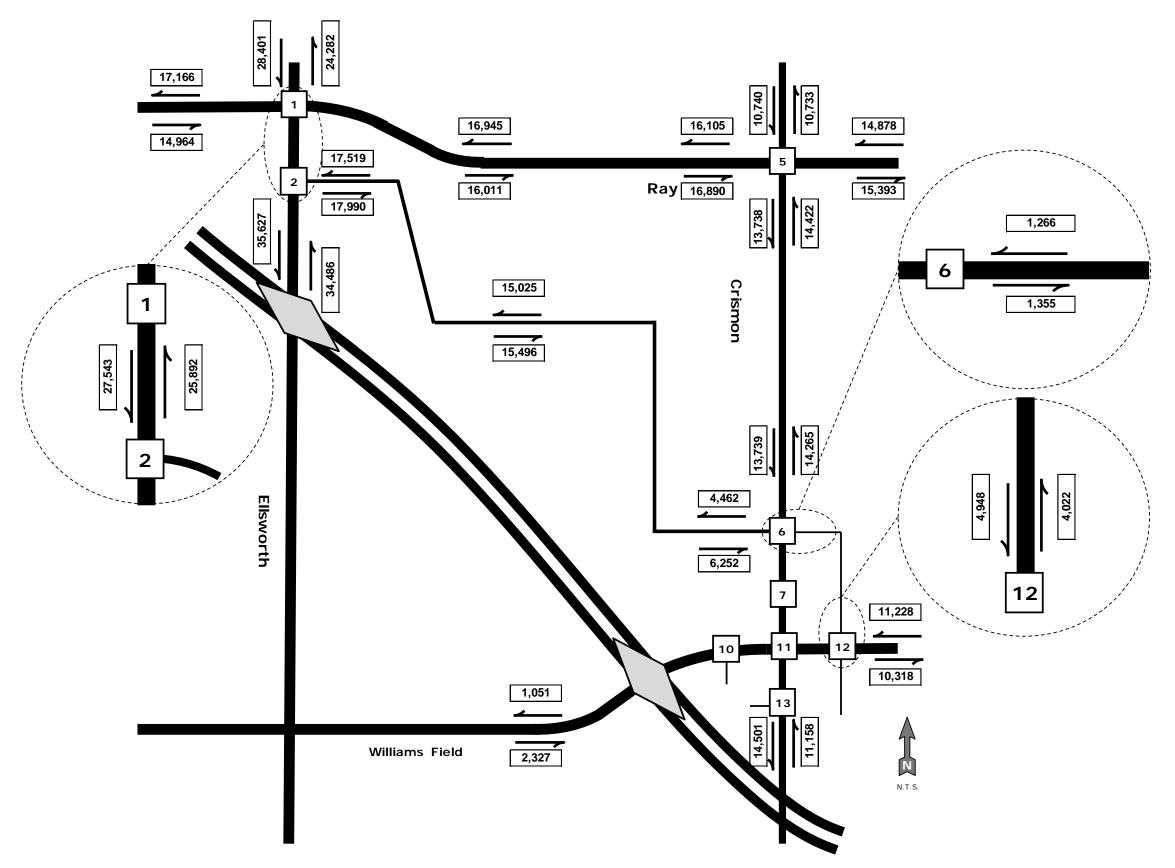


Figure 29: 2020 with PPGN Traffic Volumes – Day

Typical street capacity is 8,000 vehicles-per-lane-per-day. The primary street through the Pacific Proving Grounds North development has an anticipated maximum one-way volume of 16,417 vehicles-per-day at its intersection with Ellsworth Road. At this location, the street must be two-through-lanes-per-direction with left-turn lanes at internal access intersections. Within Development Unit 2, the anticipated maximum one-way volume is 5,907 vehicles-per-day, which can be accommodated by one-through-lane-per-direction.

Level-of-Service Analysis with PPGN

The ability of a transportation system to transmit the transportation demand is characterized as its level-of-service (LOS). Level-of-service is a rating system from "A", representing the best operation, to "F", representing the worst operation. The City of Mesa accepts level-of-service "E" as the minimum operation for future years. The appropriate reference for level-of-service operation is the *Highway Capacity Manual*, published by the Transportation Research Board.

This manual considers the average delay-per-vehicle as the measure to determine the level-of-service for both signalized and unsignalized intersections. For signalized intersections and for multi-way stop intersections, the delay and level-of-service are calculated for the intersection, each approach, and each turning movement. For two-way stop controlled intersections, the level-of-service is defined for each minor movement, and is not defined for the major street approaches or for the entire intersection. **Figure 30** provides a diagram and **Table 11** lists the level-of-service criteria for both signalized and unsignalized intersections as stated in the *Highway Capacity Manual*.

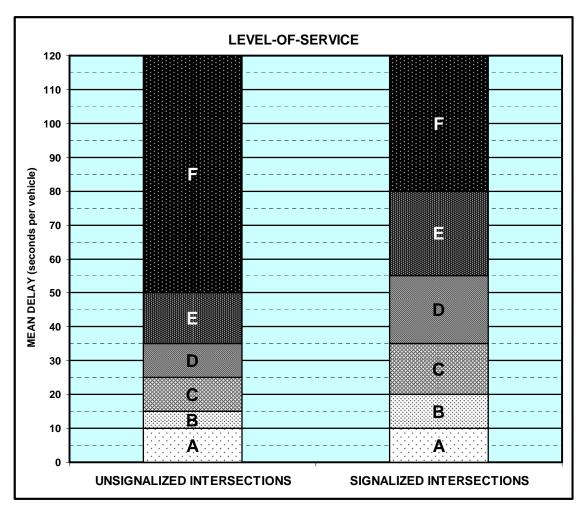


Figure 30: Level-of-Service Criteria for Intersections



Table 11: Level-of-Service Criteria for Intersections

LEVEL-OF-SERVICE	AVERAGE DELAY (seconds per vehicle)		
	UNSIGNALIZED	SIGNALIZED	
А	≤ 10	≤ 10	
В	> 10 to 15	> 10 to 20	
С	> 15 to 25	> 20 to 35	
D	> 25 to 35	> 35 to 55	
E	> 35 to 50	> 55 to 80	
F	> 50	> 80	

The results of these analyses are provided as **Appendix F**. **Figure 31** through **Figure 34** respectively provide the morning and evening peak hour 2020 with Pacific Proving Grounds North level-of-service. The Ellsworth / Ray intersection was analyzed as one full intersection. Its configuration may be different in the future. Analysis of an uncertain intersection configuration is beyond the scope of this traffic impact analysis.



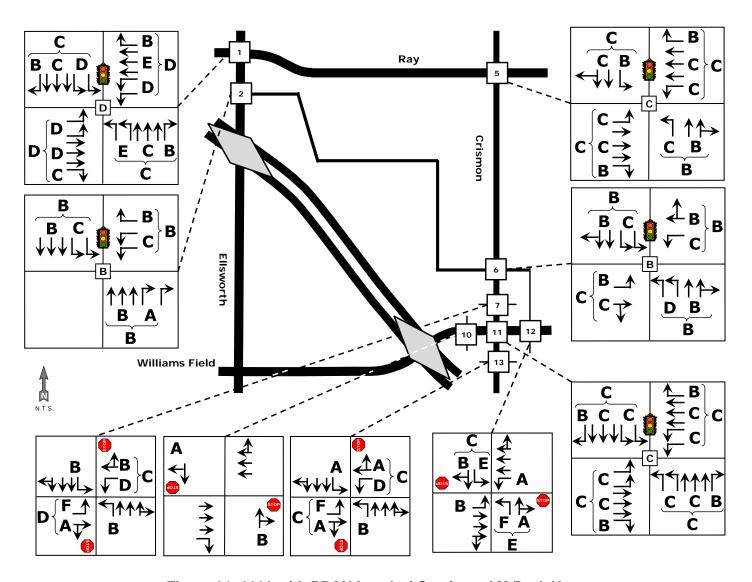


Figure 31: 2020 with PPGN Level-of-Service – AM Peak Hour

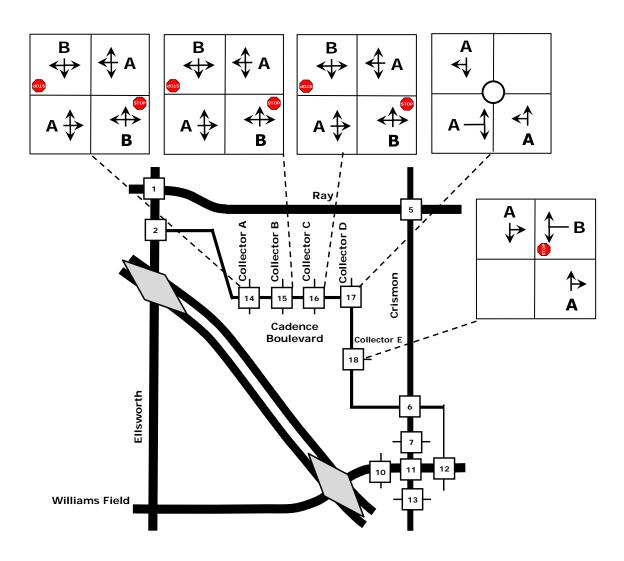


Figure 32: 2020 with PPGN Level-of-Service (Inset) – AM Peak Hour



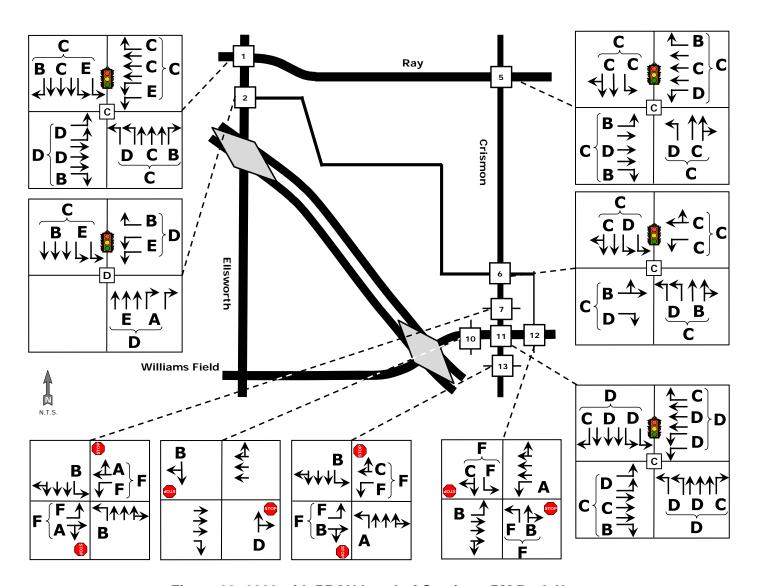


Figure 33: 2020 with PPGN Level-of-Service - PM Peak Hour

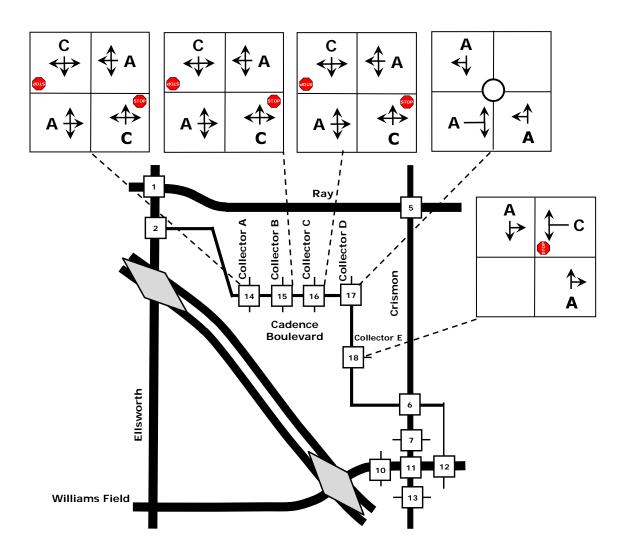


Figure 34: 2020 with PPGN Level-of-Service (Inset) - PM Peak Hour

The level-of-service analysis reveals that each access is anticipated to operate at acceptable levels-of-service with the exception of the minor street left-turn movements. Minor street left-turn movements are typically rated as level-of-service "F". No mitigation measures are appropriate or recommended.

Figure 35 and **Figure 36** provide schematics of the Ellsworth Road / Primary Access and the Crismon Road / Secondary Access intersections. **Figure 37** provides a schematic of the roadway network with approximate spacing. The spacing shown is approximate and subject to change.

Crismon Road should provide three through-lanes-per-direction at its intersection with Williams Field Road. The three (3) through lanes should narrow to two (2) through lanes per direction north of the primary development street and south to the property line.

The secondary access should narrow from two (2) lanes to one lane per direction approximately 600 feet west of Crismon Road. The intersection of Crismon Road and the secondary access requires two (2) northbound left-turn lanes to maintain an acceptable level-of-service utilizing the estimated traffic volumes. The corresponding southbound left-turn does not require two (2) southbound left-turn lanes. It may be appropriate to operate this intersection with one left-turn lane for both northbound and southbound approaches, and provide the second left-turn lane in the future only if it becomes necessary.

Accesses 7, 12, and 13 should be located 660 feet from the Crismon / Williams Field intersection. This location would accommodate traffic signals and signal progression should they be necessary in the future.



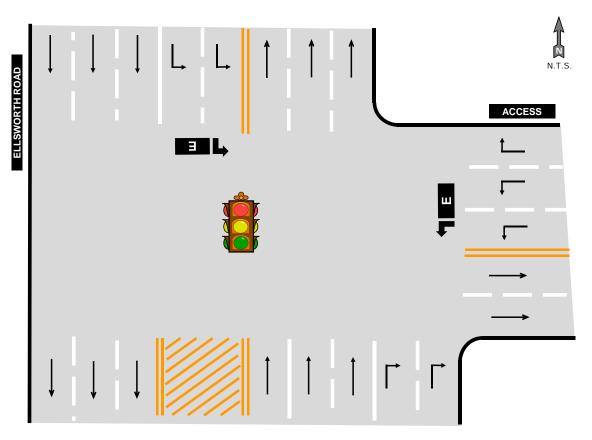


Figure 35: Ellsworth / Primary Access Lane Configurations

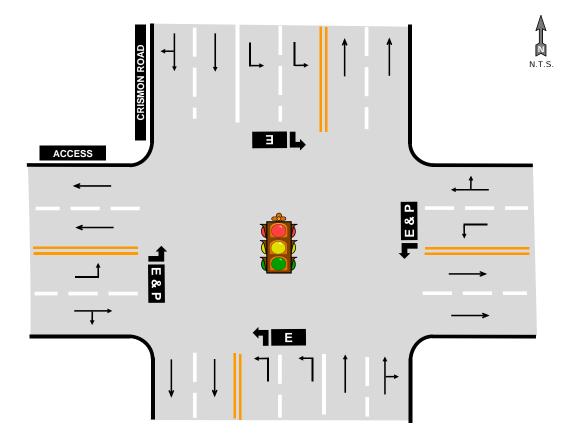
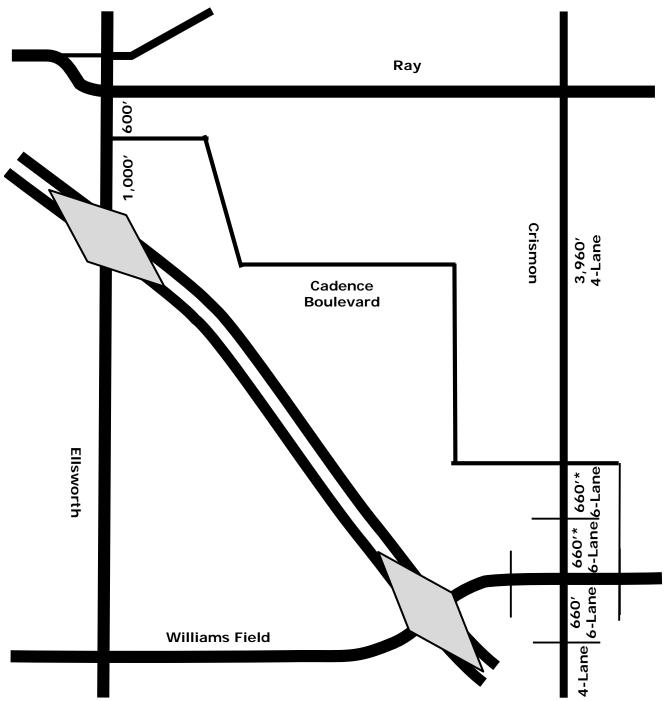


Figure 36: Crismon / Secondary Access Lane Configurations





* Dimension shown is minimum spacing. Actual dimension to be determined with future plans. Crismon Road will provide 6-lanes from Williams Field to Cadence Boulevard.

Figure 37: Roadway Network Spacing Diagram

Turn Lane Analysis with PPGN

Full left-turn-ingress and left-turn-egress was provided at all arterial road accesses – except Access 10 at Williams Field Road. Left-turn movements should not occur at this access because of its proximity to both the Williams Field Road interchange with SR-24 and the Crismon / Williams Field intersection. Consequently minimal distance is available for left-turn storage lanes, and excessive congestion would result.

Left-turn lanes were provided at all arterial access intersections where left-turns are permitted. Dual left-turn lanes were provided at signalized intersections when the left-turn volume exceeded 300 vehicles-per-hour – which occurred at the Ellsworth Road access and the Crismon Road access. Separate right-turn lanes were provided at Access 2 and 10 as these accesses experienced large right-turn volumes.

Both right-turn and left-turn lane lengths were determined from the Synchro analysis. The calculated lengths were approximated to the nearest 25 feet, and a minimum length of 50 feet was utilized. The only exception was the northbound-to-eastbound dual-right-turn lanes at the Ellsworth Road access. Due to an anticipated future driveway onto Ellsworth Road south of the Primary Access, the northbound right-turn lanes are recommended to remain continuous from the SR-24 / Ellsworth interchange to the Primary Access. The length of the modified dual right-turn lanes is estimated to be approximately 250 feet. **Table 12** provides the results of the turn-lane length analysis.

PEAK HOUR TURN VOLUME TURN TURN LANE AM **LANES** LENGTH 2 - Ellsworth & Primary Access Northbound Right 379 1,314 2 275 Southbound Left 275 183 468 1 199 380 250 Westbound Right 829 986 2 Westbound Left 500 6 - Crismon & Secondary Access Northbound Left 112 493 2 200 2 Southbound Left 14 50 8 73 Eastbound Left 40 1 75 10 - Access 10 & Williams Field Eastbound Right 27 91 1 50 12 - Access 12 & Williams Field Eastbound Left 91 371 1 75 Westbound Left 43 144 1 50 13 - Crismon & Access 13 Northbound Left 32 108 1 50 Southbound Left 46 94 50

Table 12: Turn Lane Length Determination

A left-turn ingress only lane is planned on Cadence Boulevard between Collector D and Collector E. This intersection was evaluated to determine the feasibility of providing the left-turn lane. It was conservatively assumed that the maximum amount of left-turning traffic would be equivalent to the traffic volumes at Collector E, or 58 vehicles per hour during the evening peak hour. The traffic analysis yielded an anticipated queue of less than one vehicle. Therefore, a minimum 25 feet of vehicle storage should be provided to accommodate one vehicle. **Figure 38** provides a diagram of the left-turn ingress.



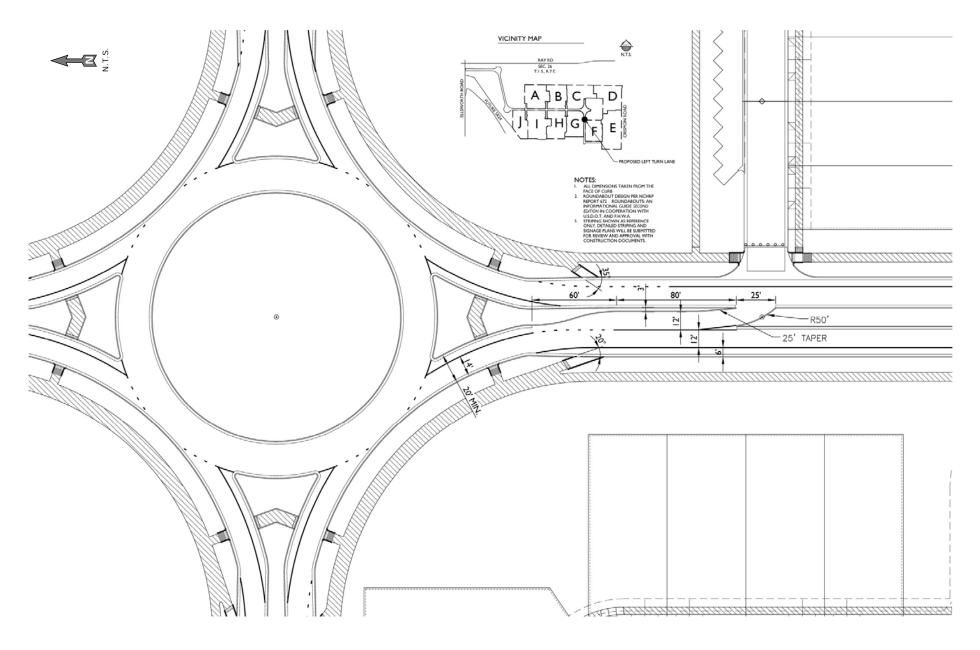


Figure 38: Left-Turn Ingress Diagram

Conclusions and Recommendations with PPGN

Figure 39 indicates the recommended through lane number of the primary streets internal and adjacent to Pacific Proving Grounds North. Traffic volumes and recommended roadway classifications are based upon maximum build-out potential for Pacific Proving Grounds North. Therefore, the roadway classifications, lane numbers, and lane configurations are conservatively large.

The street classifications are:

Ellsworth Road	6-lane Arterial with Raised Median
Ray Road	6-lane Arterial with Raised Median
Williams Field Road	6-lane Arterial with Raised Median
Crismon Road	4-lane Arterial with Raised Median (except at Williams Field)
	2-lane Collector (except at Ellsworth and at Crismon)

The number of lanes on Crismon Road varies by location and should provide two or three through-lanes-perdirection as shown on **Figure 1**. At its intersection with Williams Field Road, this street should provide three (3) northbound and southbound through lanes. The three (3) through lanes should narrow to two (2) through lanes per direction north of the primary development street and south to the property line.

The primary development street varies by location and should provide one or two through-lanes-per-direction as shown on **Figure 39.** At its intersection with Ellsworth Road, this street should provide two (2) westbound approach left-turn lanes, one westbound approach right-turn lane, and two (2) eastbound departure lanes. At its intersection with Crismon Road, this street should provide separate eastbound left-turn and shared through / right-turn lanes. Also, this street should provide two (2) westbound departure lanes to accommodate the two (2) northbound left-turn lanes. The two (2) westbound lanes should narrow from two (2) lanes to one lane per direction approximately 600 feet west of Crismon Road.



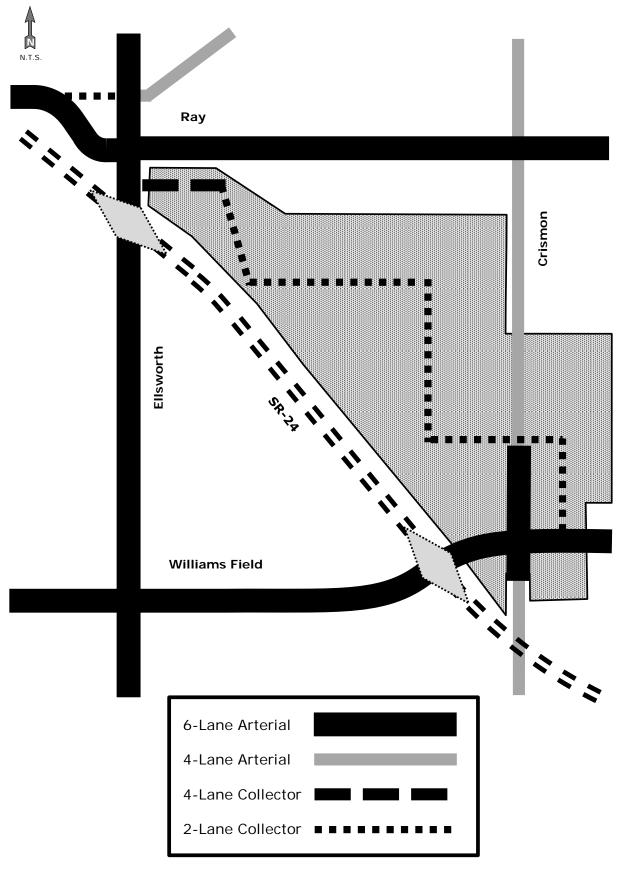


Figure 39: Recommended Through Lane Number

Figure 40 depicts the recommended traffic control, lane configuration, and turn-lane lengths at the primary study intersections for 2020 with the proposed development. Access 10 should be limited to right-turn-in-right-turn-out access from and to Williams Field Road.

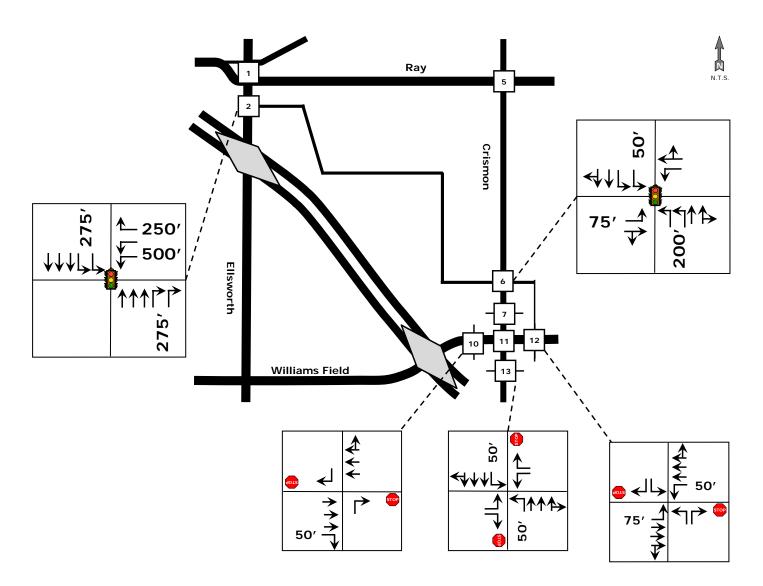
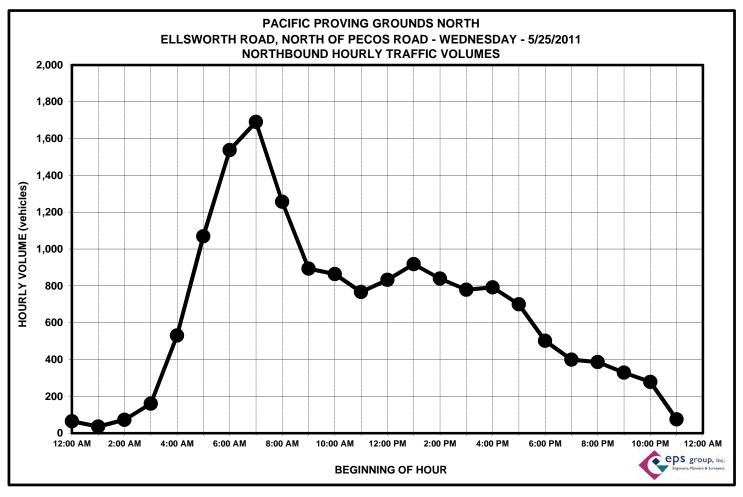
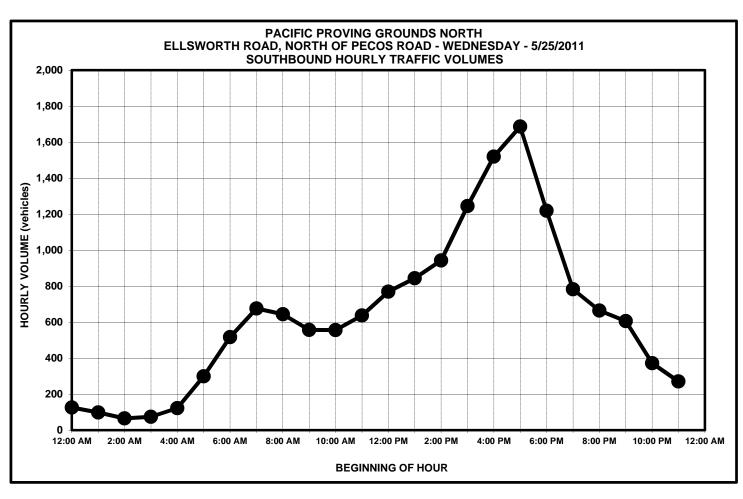


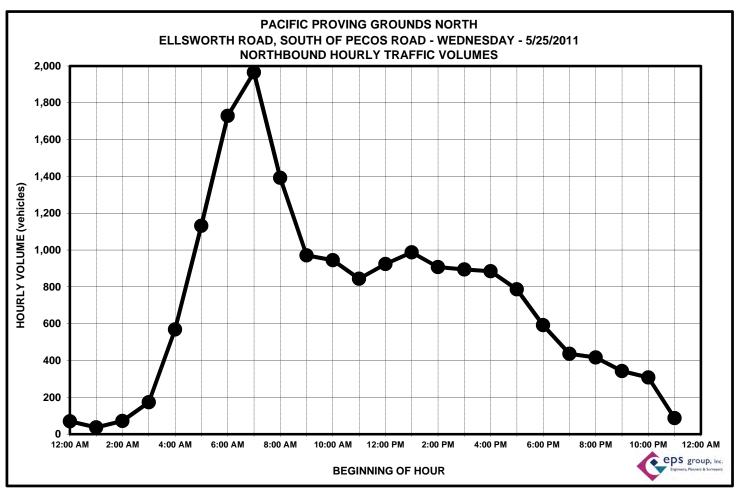
Figure 40: Recommended Lane Configuration and Turn Lane Lengths

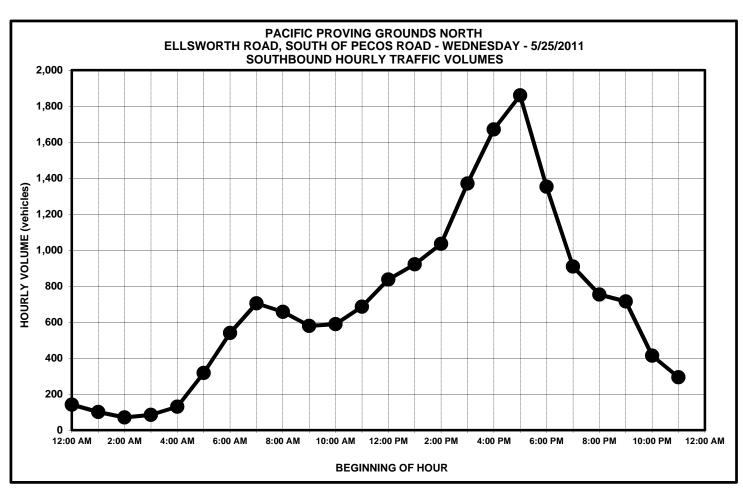
APPENDIX A 2011 SEGMENT TRAFFIC COUNTS

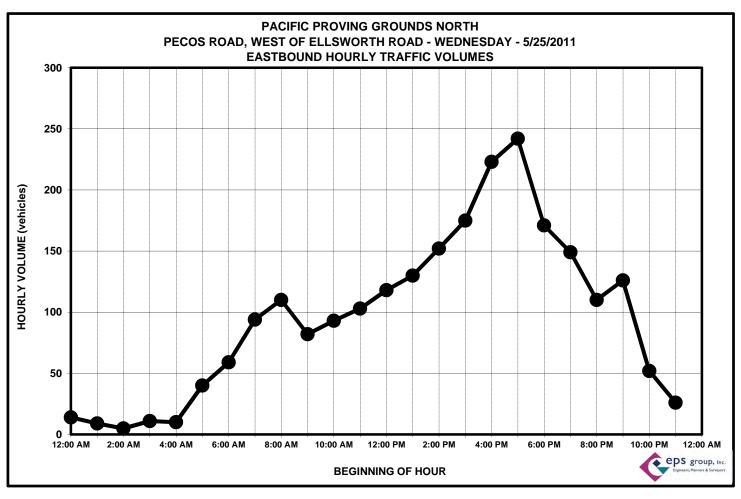


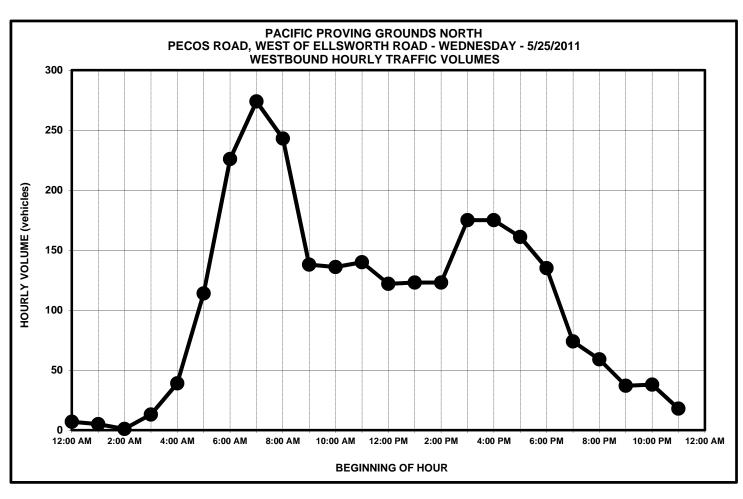


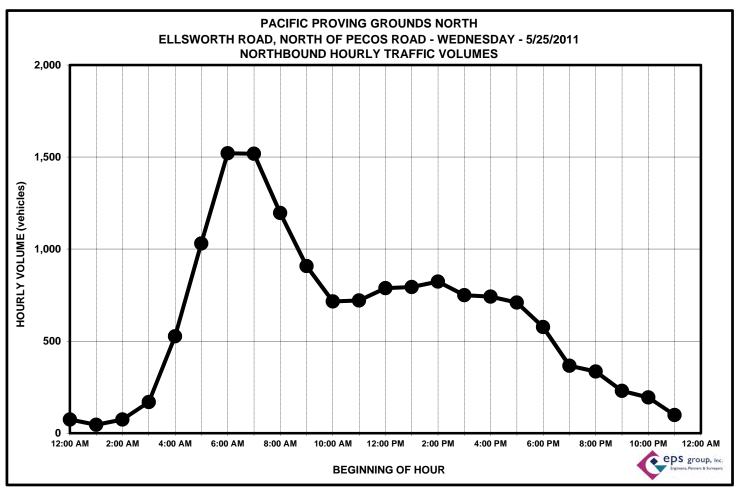


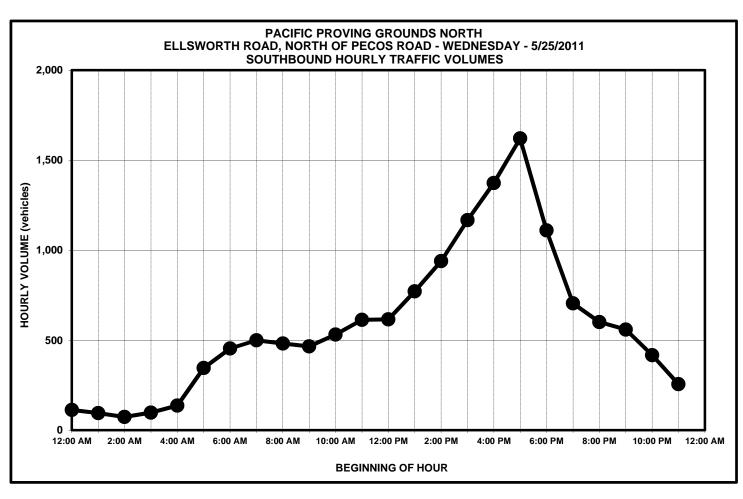


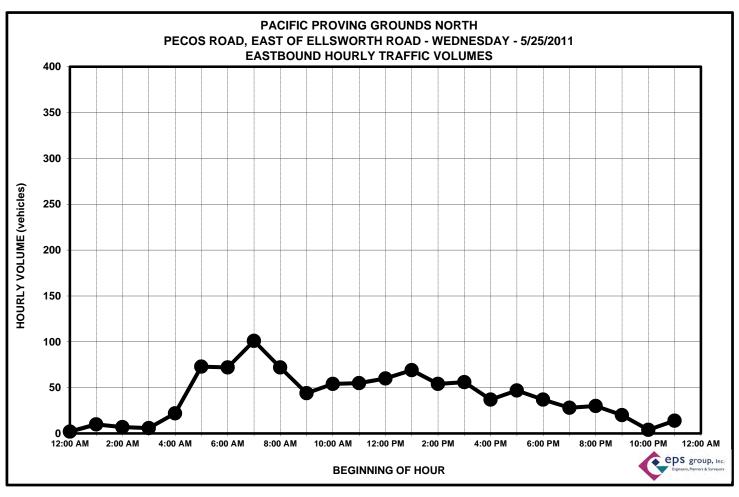


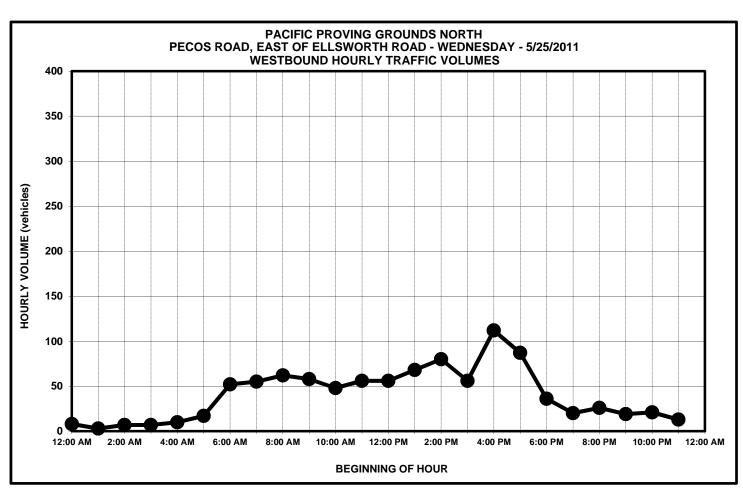


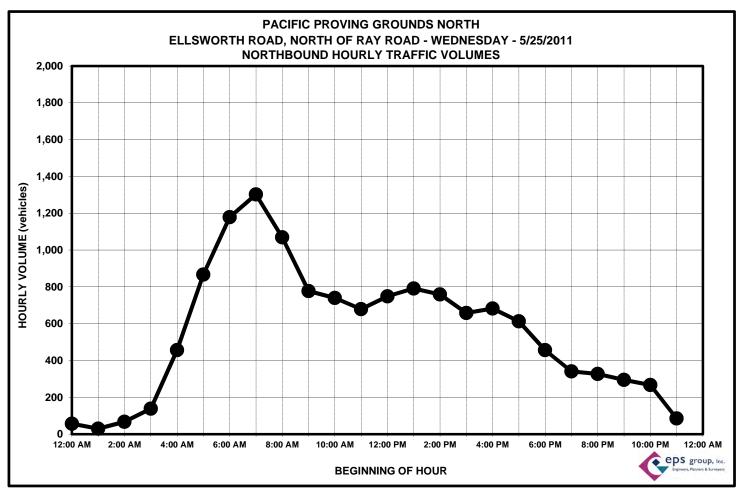


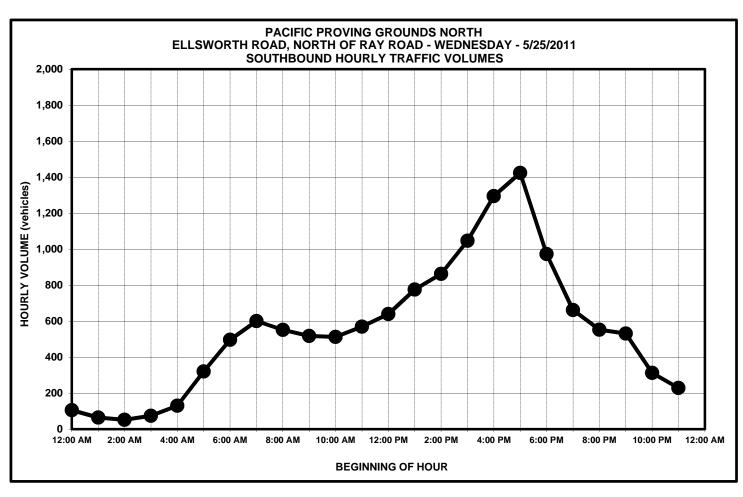


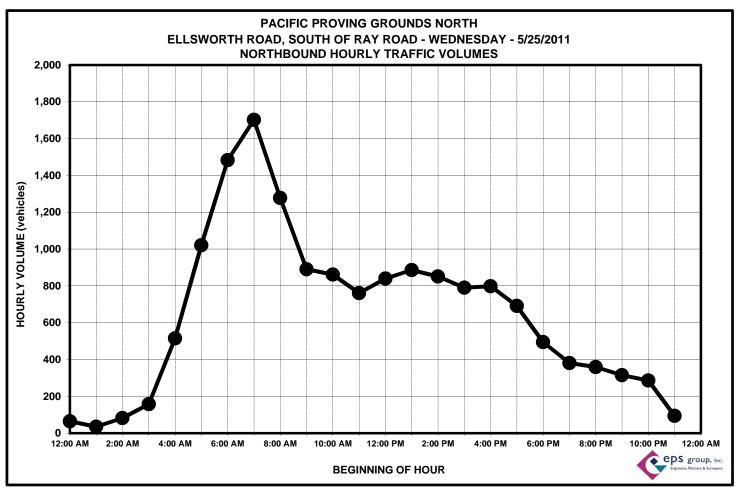


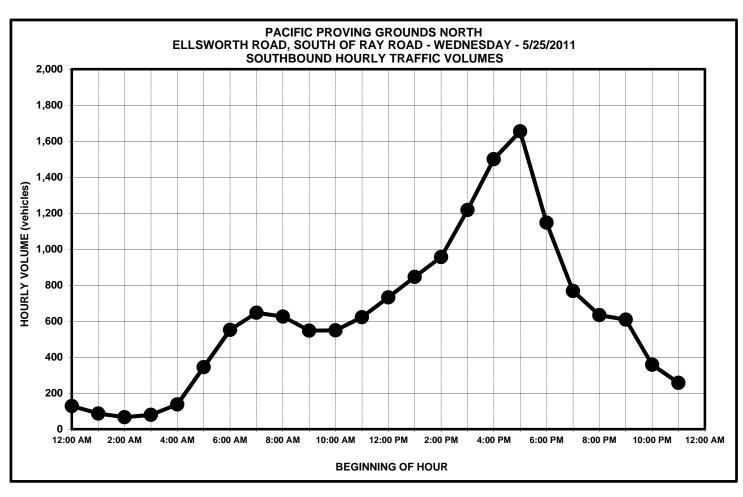


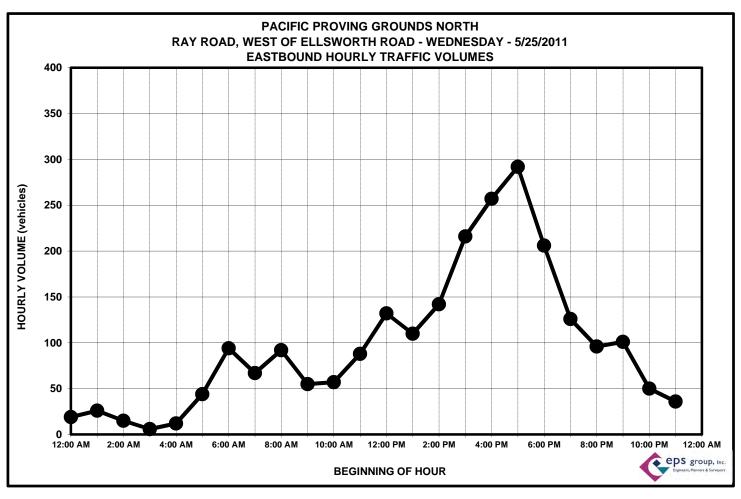


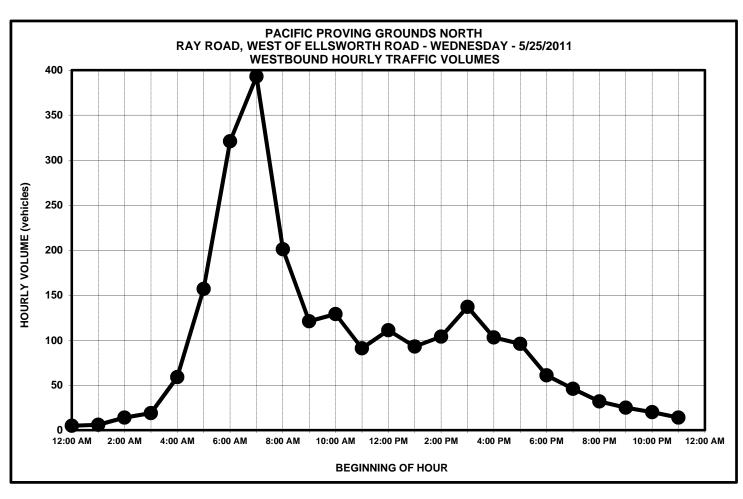


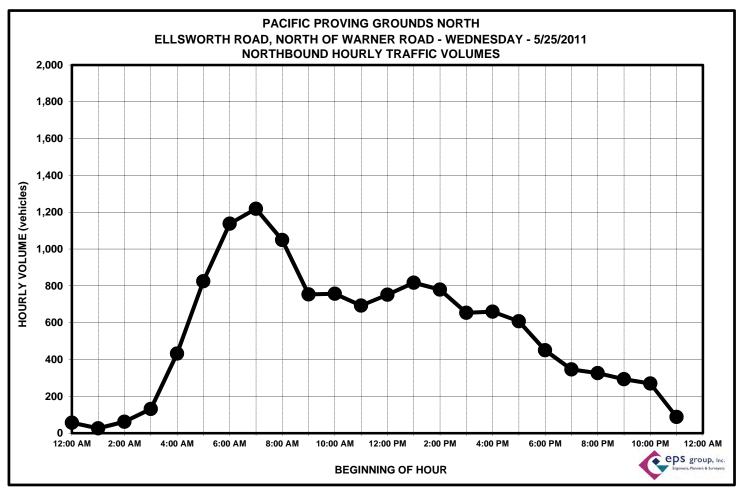


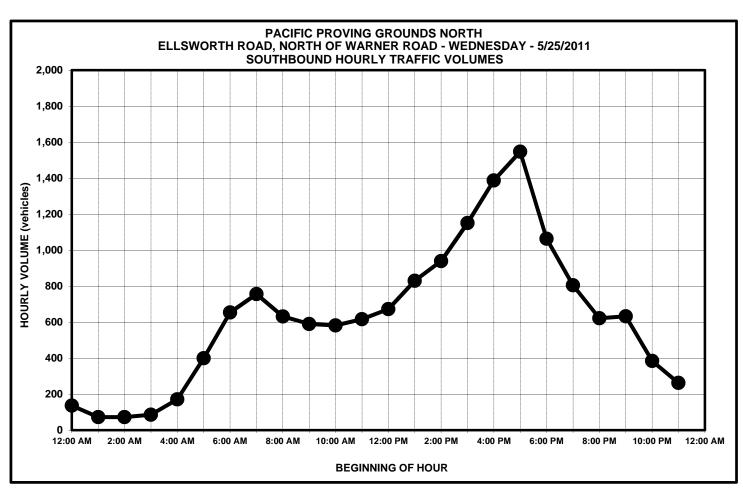


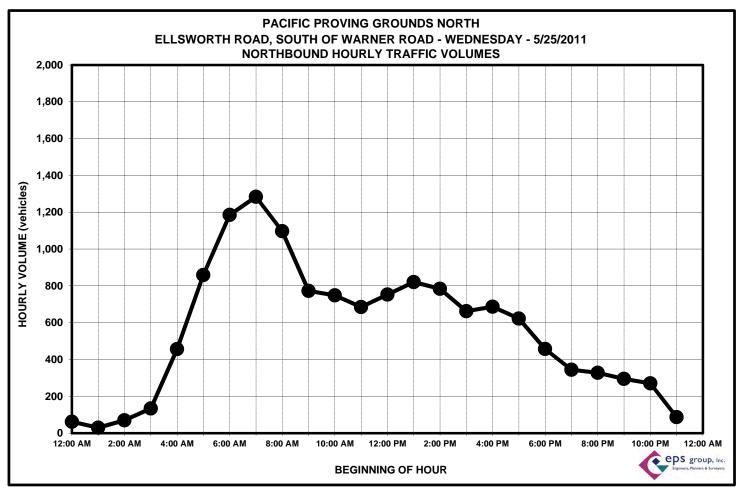


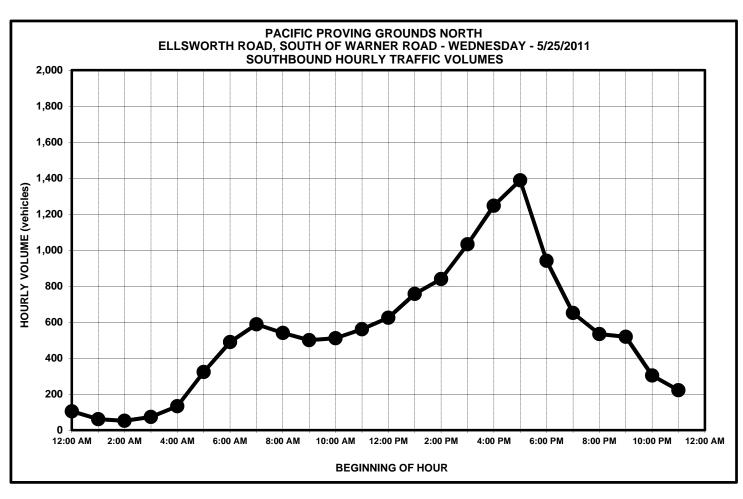


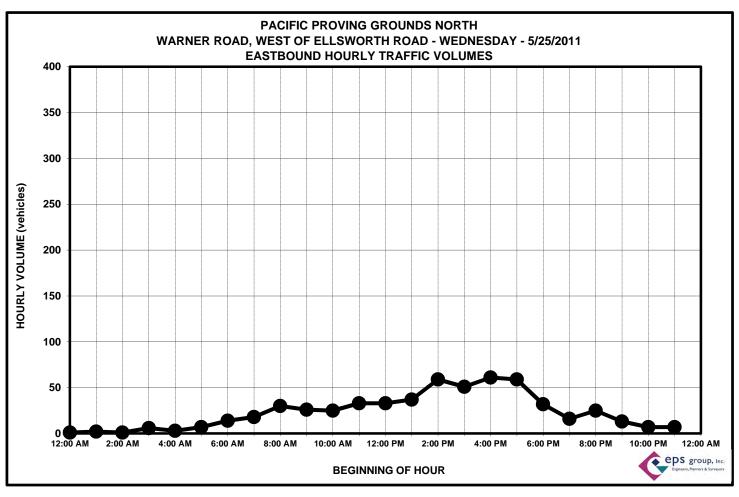


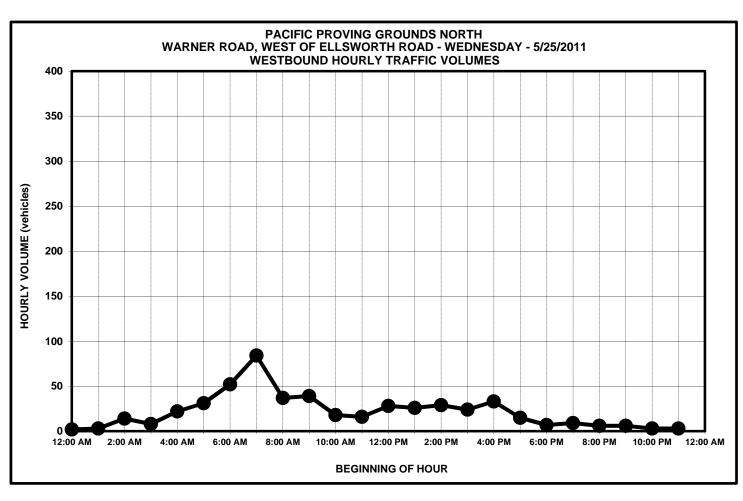


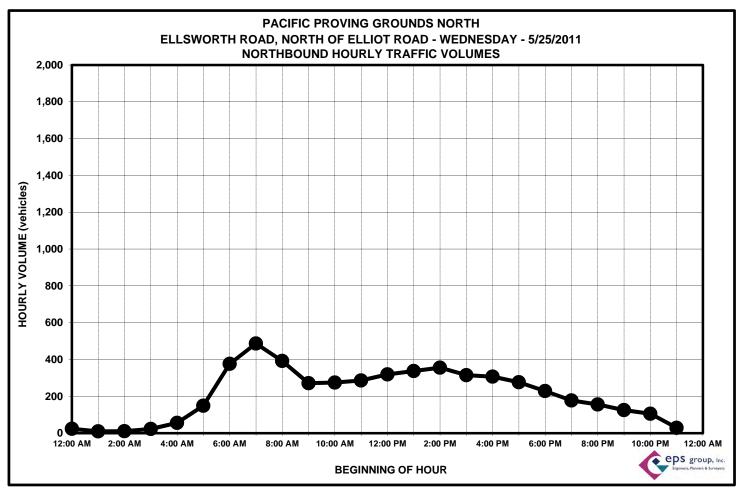


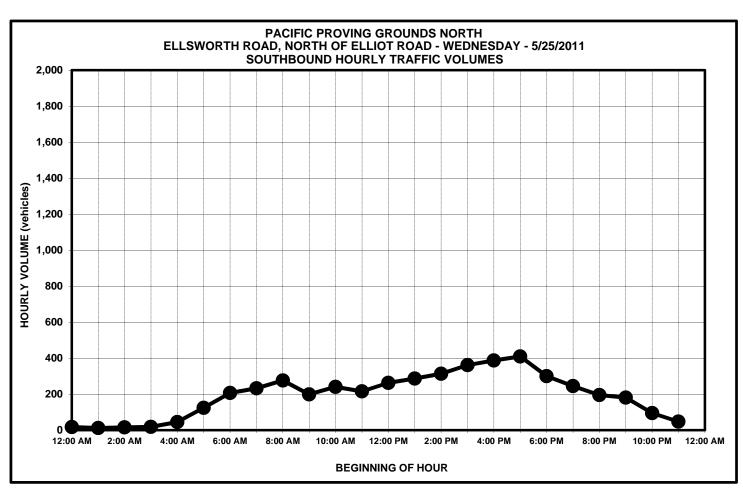


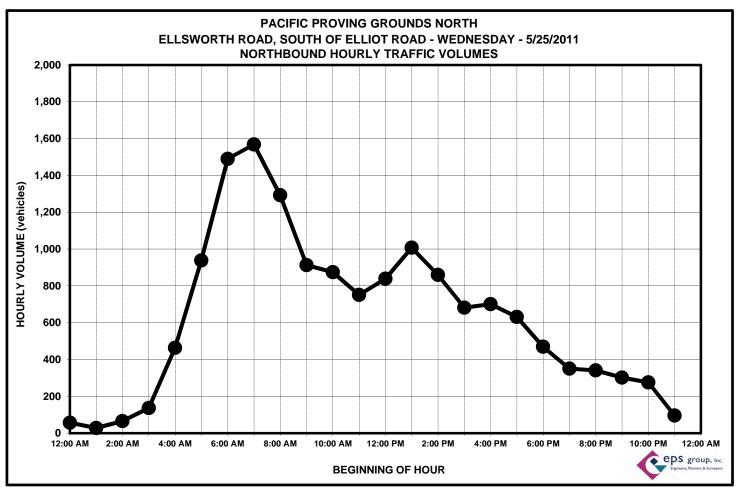


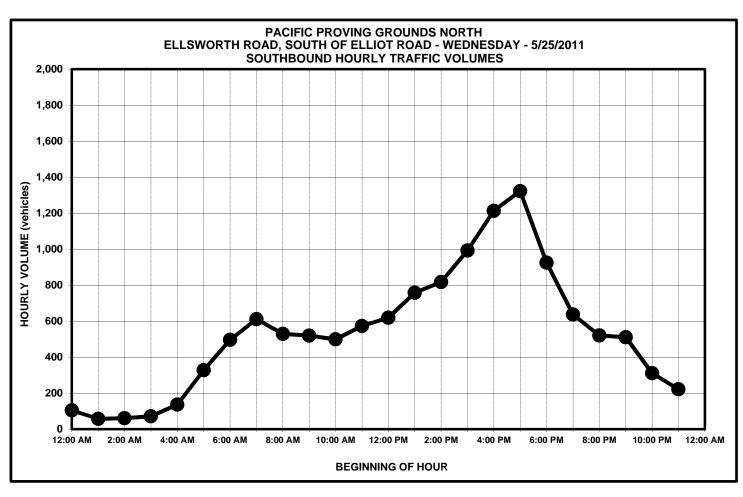


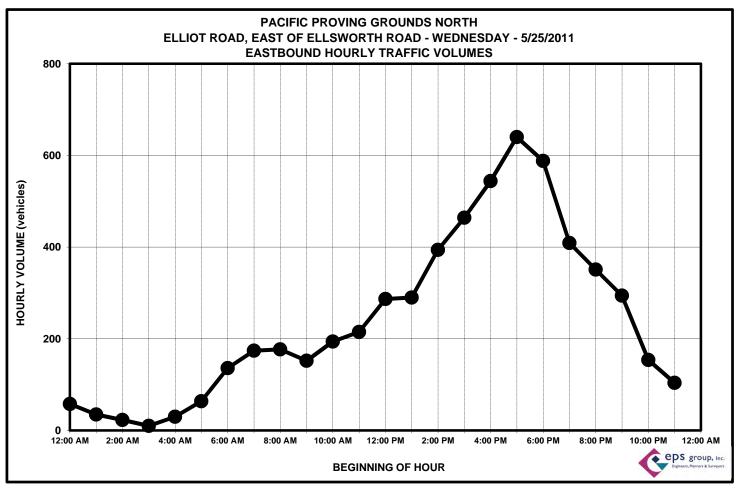


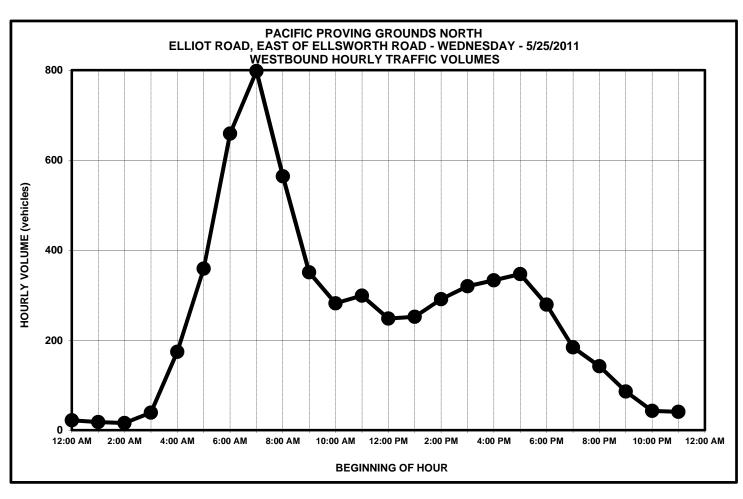


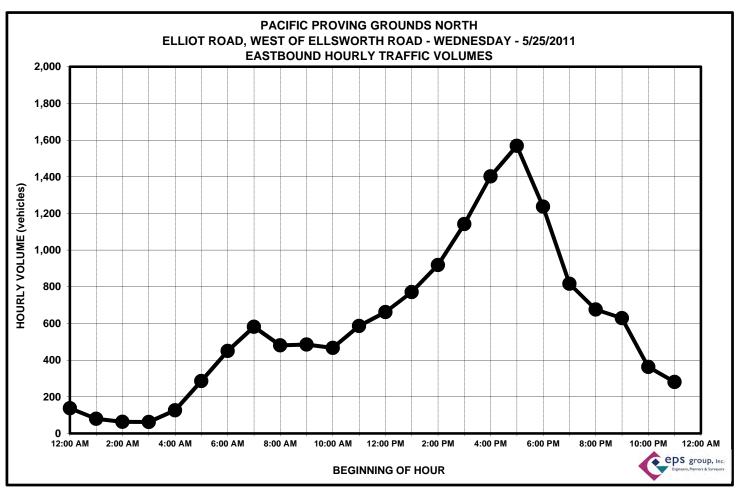


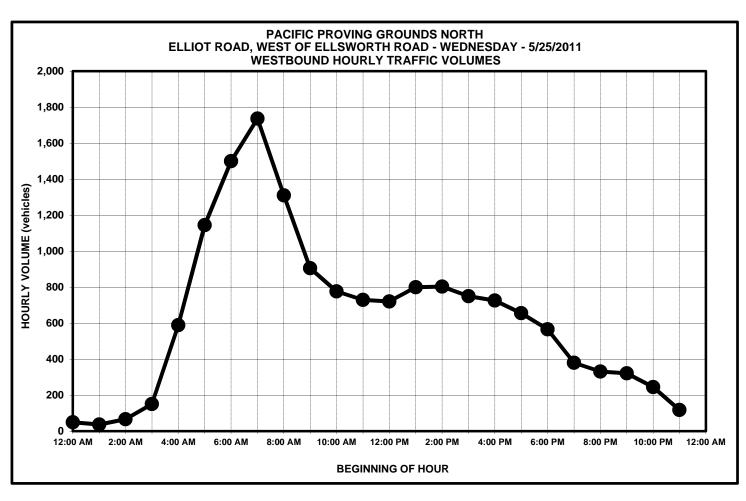


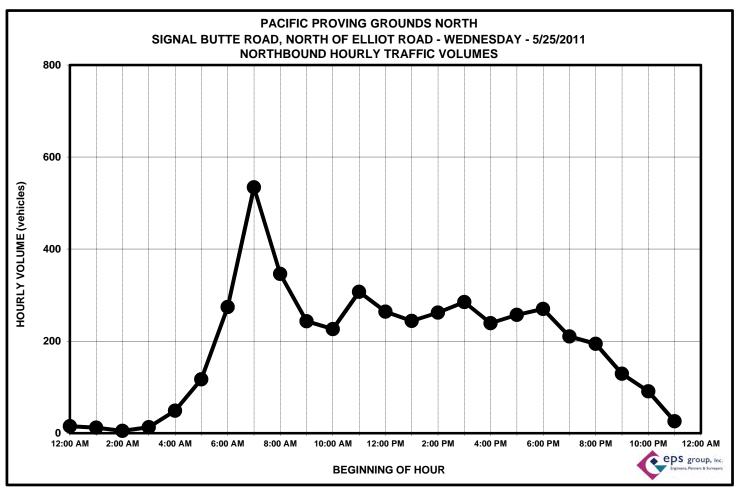


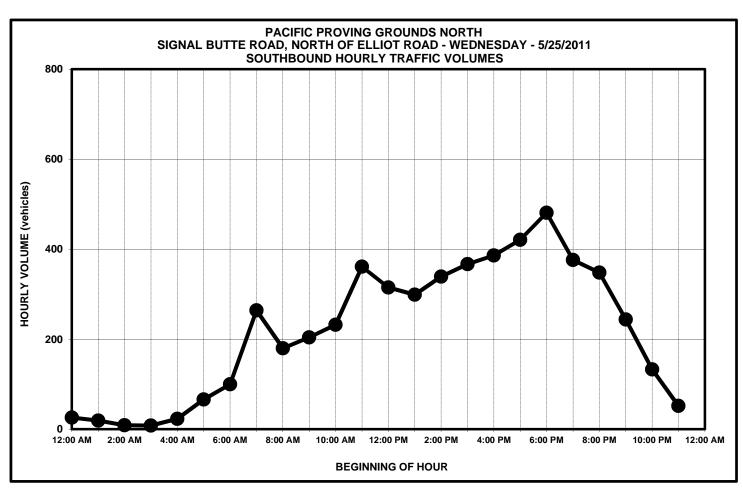


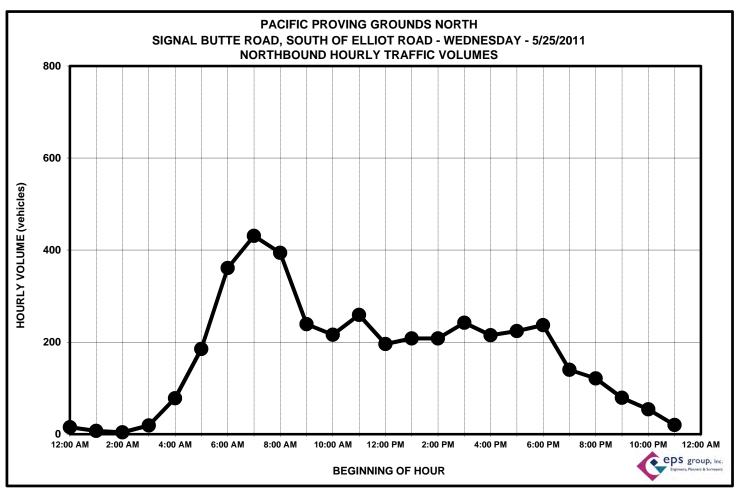


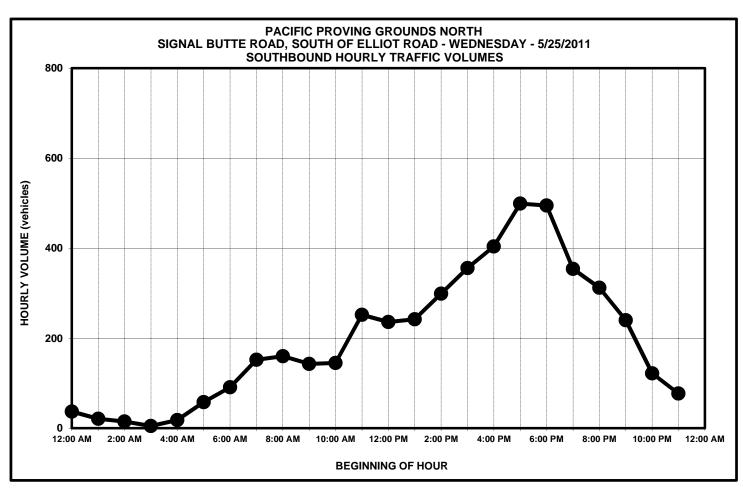


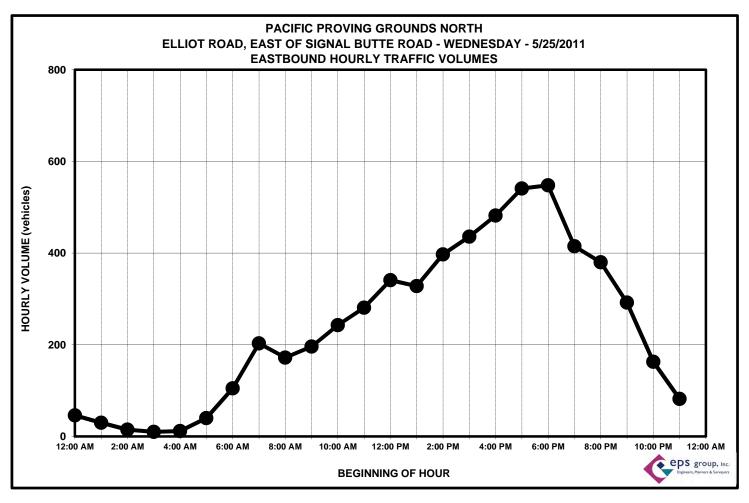


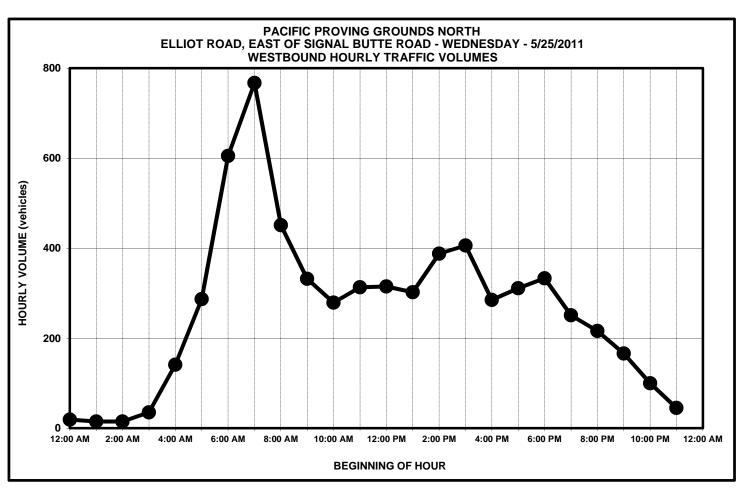


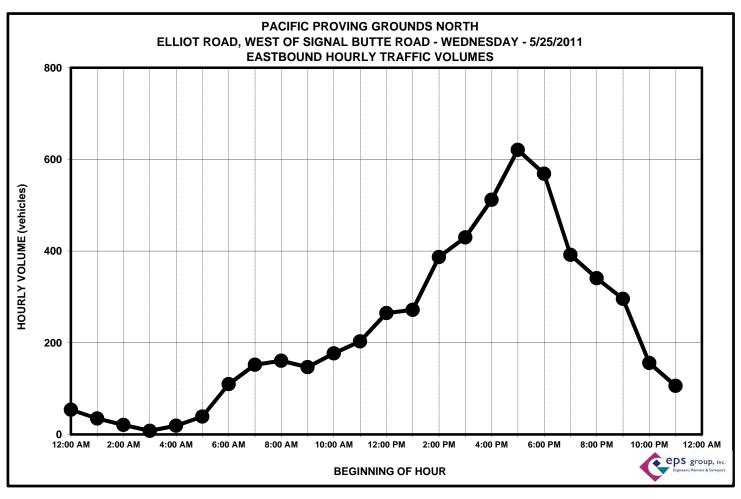


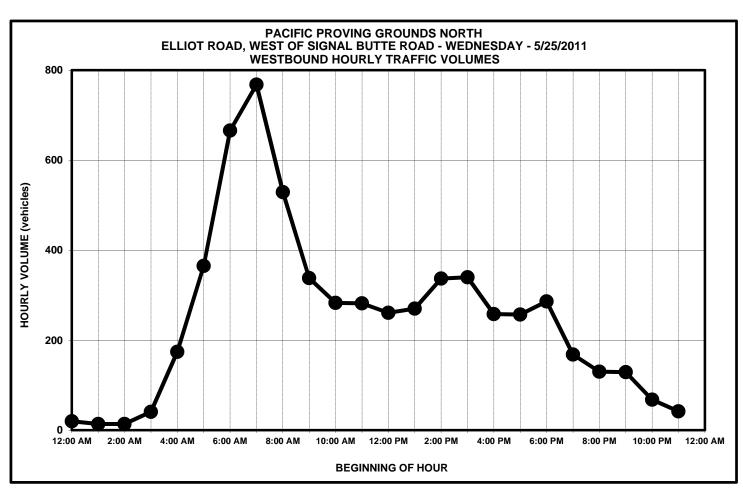


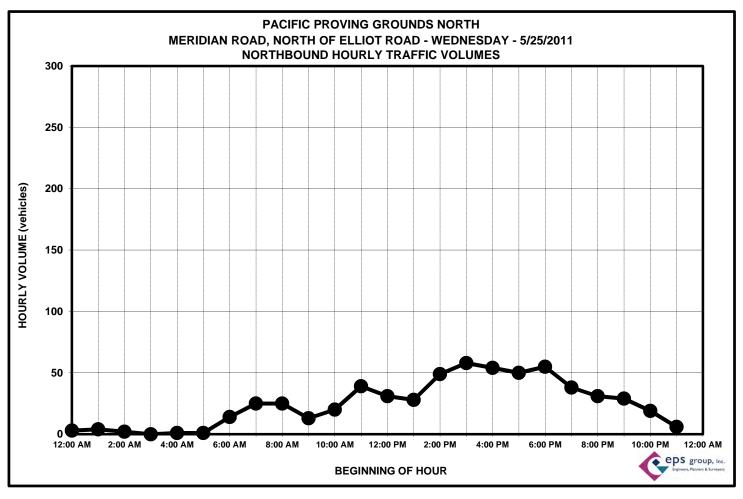


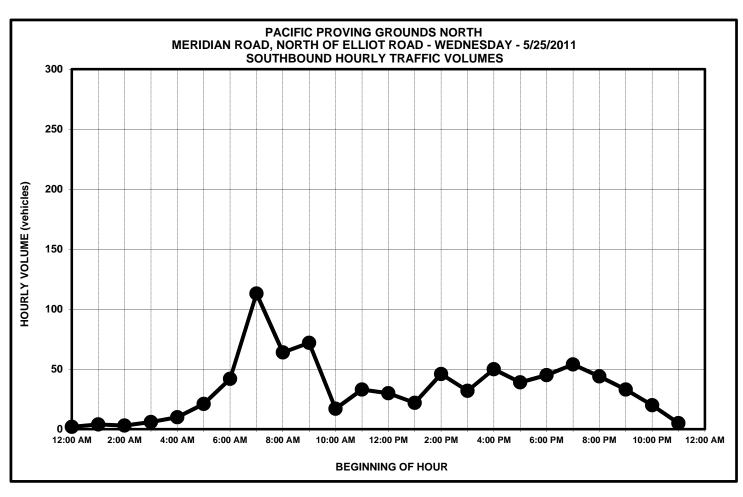


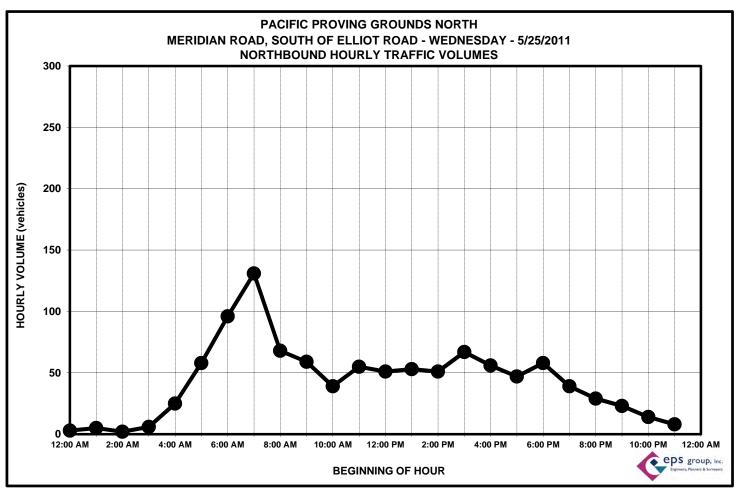


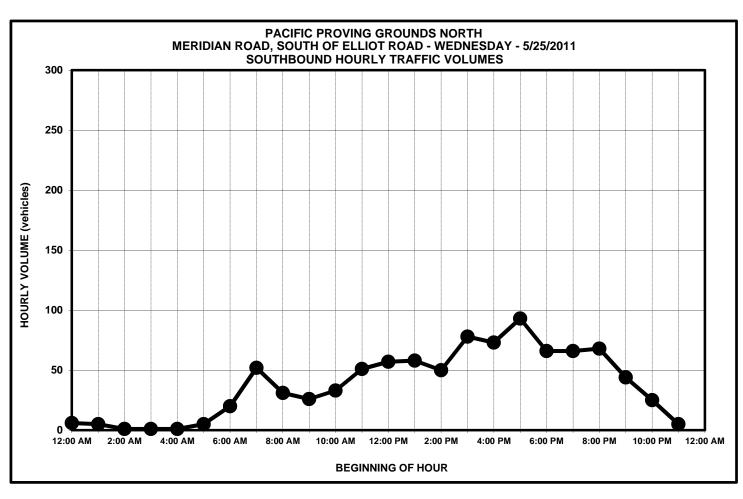


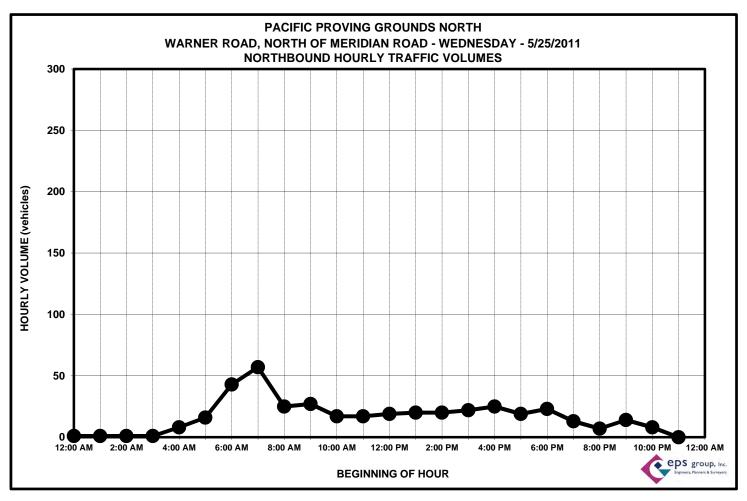


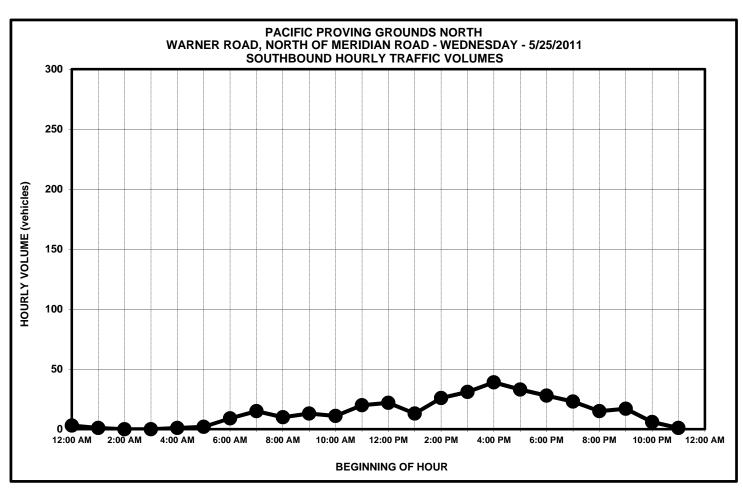


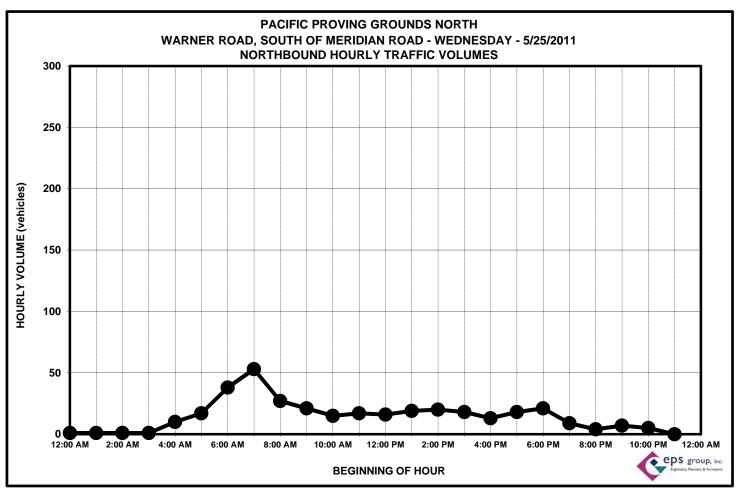


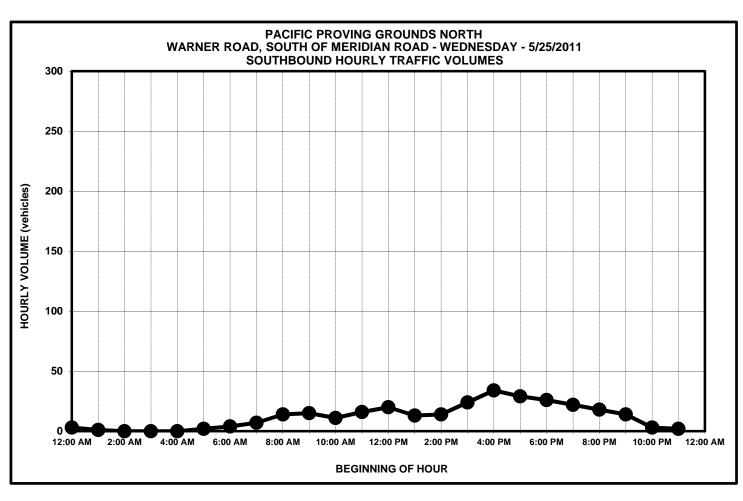


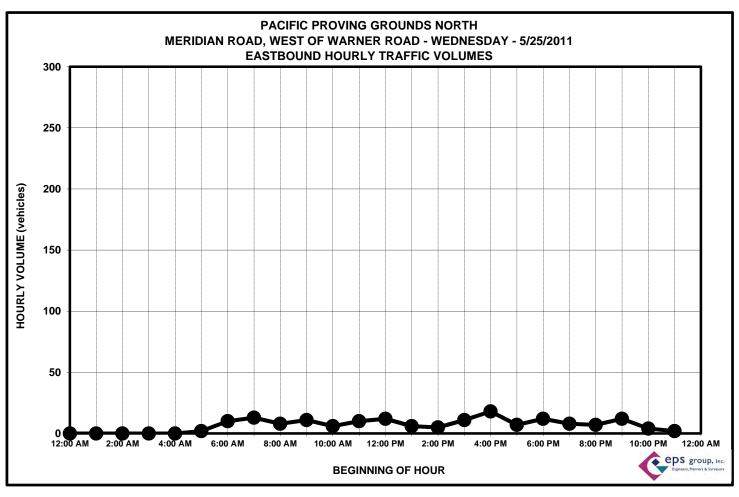


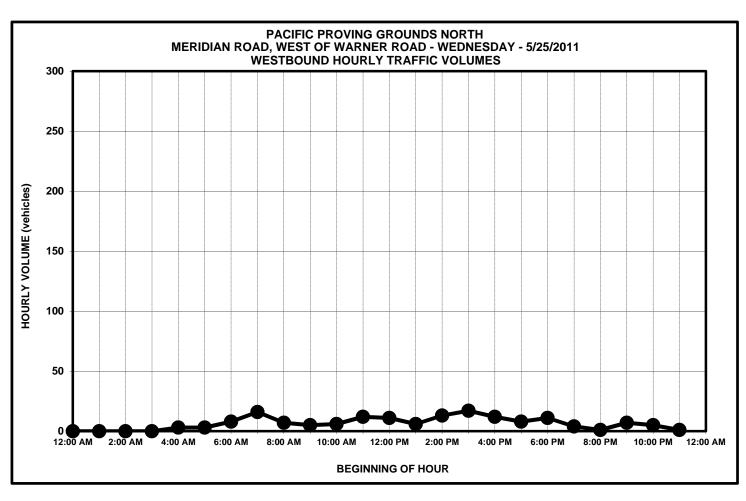


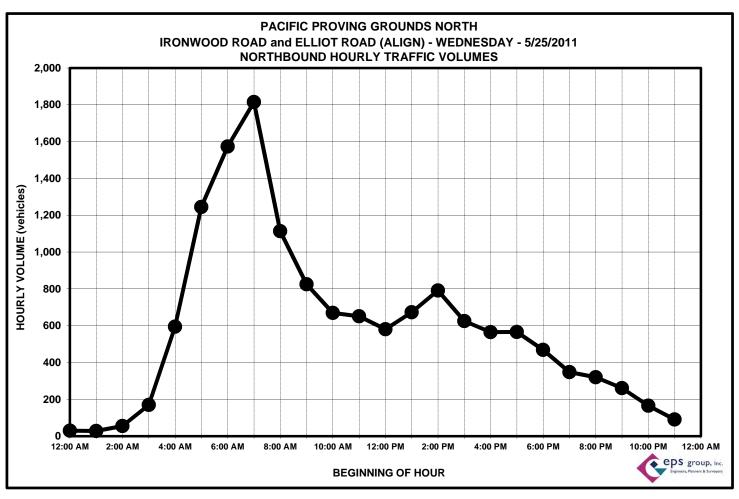


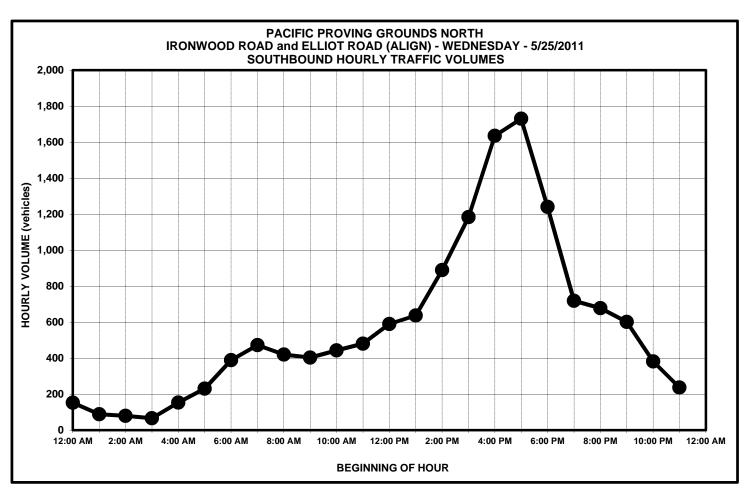


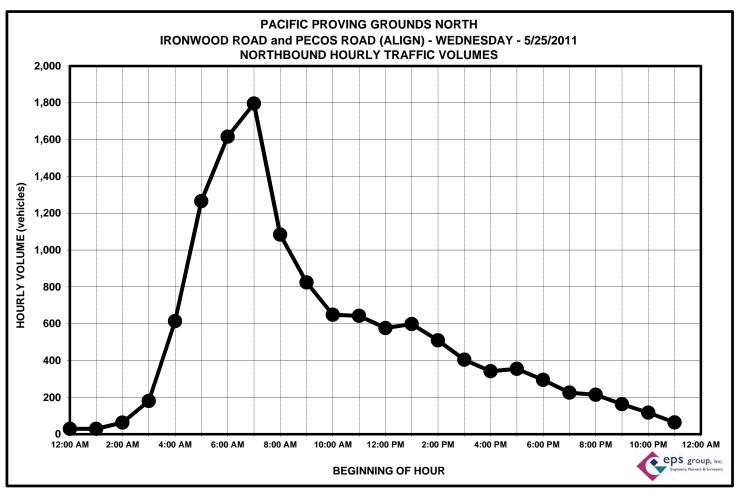


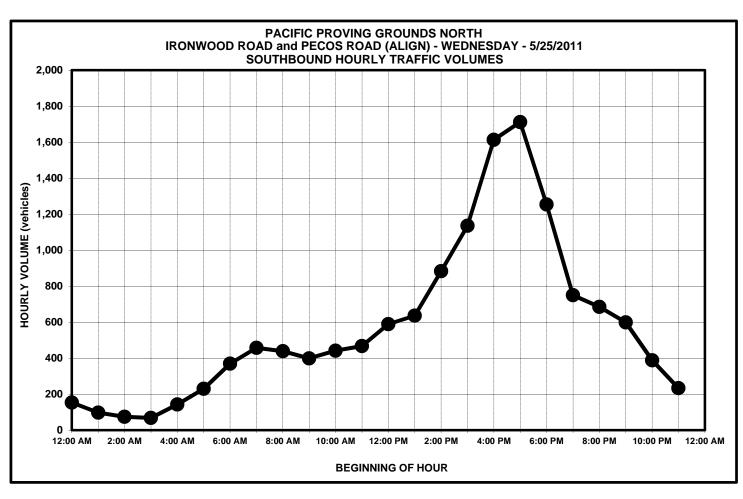












Pacific Proving Grounds North – Traffic Impact Analysis

APPENDIX B 2008 DMJM MPG TRANSPORTATION MODEL



MESA PROVING GROUNDS

MASTER TRANSPORTATION PLAN

FINAL REPORT

Prepared For:

DMB Associates, Inc.

Prepared By:

DMJM HARRIS | AECOM

2777 East Camelback Road, Suite 200 Phoenix, Arizona 85016 (602) 337 - 2777

Project No. 60023972



September 23, 2008

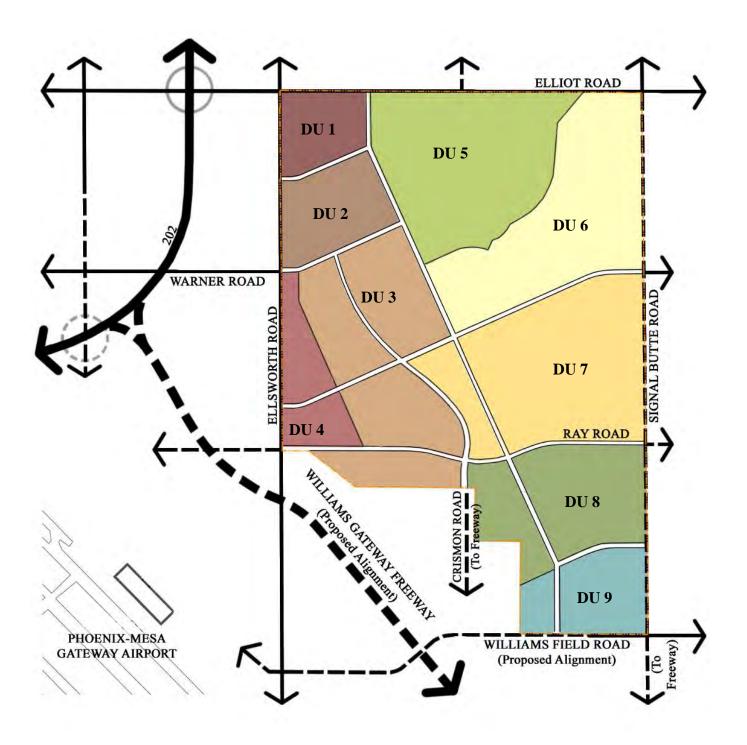


Figure 2.1 Preliminary Planning Framework

Table 2.1 Mesa Proving Grounds Land Use Budget

LAND USE BUDGET						
DEVELOPMENT Unit	DWELLING UNITS MINIMUM - MAXIMUM			-RESIDENTIAL Maximum	ACRES	LAND USE GROUPS
DU #1	200	2,000	4,375,000	8,750,000	130	OS, CS, GU, UC
DU #2	390	2,800	50,000	5,500,000	190	D, GU, UC
DU #3	1,120	3,600	50,000	1,000,000	540	E, V, D, C, GU, UC
DU #4	200	1,350	2,250,000	6,500,000	160	OS, CS, C, GU, UC
DU #5	710	1,680	1,875,000	8,750,000	500	E, V, D, R, GU, UC
DU #6	890	3,310	0	2,000,000	500	E, V, D, C, R, GU
DU #7	1,270	4,060	0	375,000	590	E, V, D, GU
DU #8	890	2,810	0	350,000	360	E, V, D, GU
DU #9	430	1,250	0	3,250,000	200	OS, CS, E, V, D, C, GU, UC

Mesa Proving Grounds offers an alternative approach to the buildout of a master planned community with a system that seeks to create a sustainable environment. Creative land development planning and the utilization of a multi-modal transportation network will reduce vehicle miles traveled and resultant air quality impacts. Therefore, the planning framework and design for Mesa Proving Grounds allows for a seamless multi-modal transportation system that provides the highest levels of connectivity throughout the community.

2.3 Master Street Circulation Plan

Figure 2.2 shows the proposed Master Street Circulation Plan for Mesa Proving Grounds and the design speed/posted speed for each roadway. A hierarchy of roadways, including arterials, collectors/district streets, local and neighborhood streets, is intended to provide efficient vehicular access while remaining appropriate to and preserving the character of adjacent land uses. The proposed Williams Gateway Freeway (SR 802) and SR 202L will serve as high-capacity roadways to facilitate east-west and north-south movement within the region. The local streets will provide parallel facilities to accommodate multi-modal traffic and provide internal and external connectivity throughout the site. The circulation system is founded on an interconnected roadway and transit network, combined with sustainable transportation infrastructure.

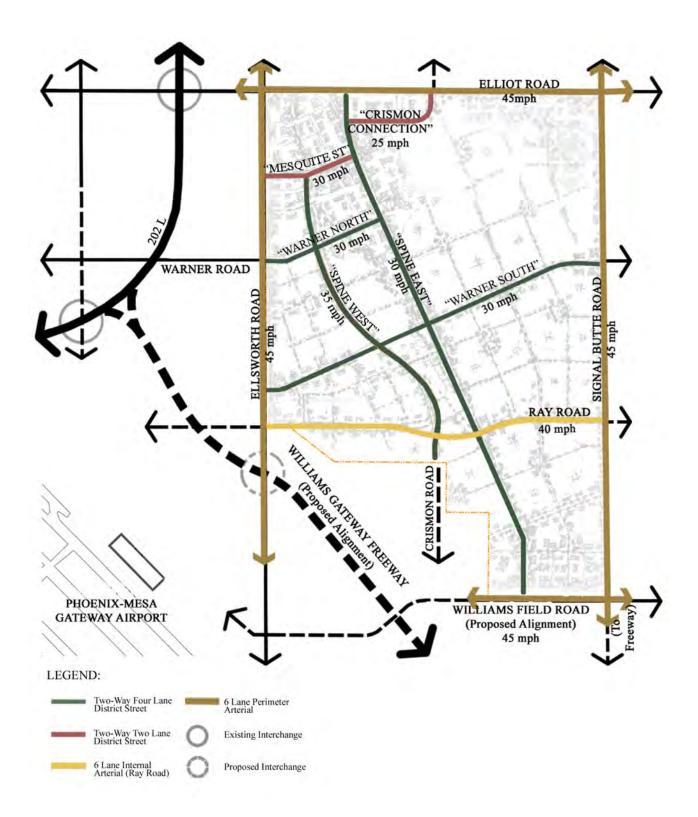


Figure 2.2 Conceptual Master Street Circulation Plan

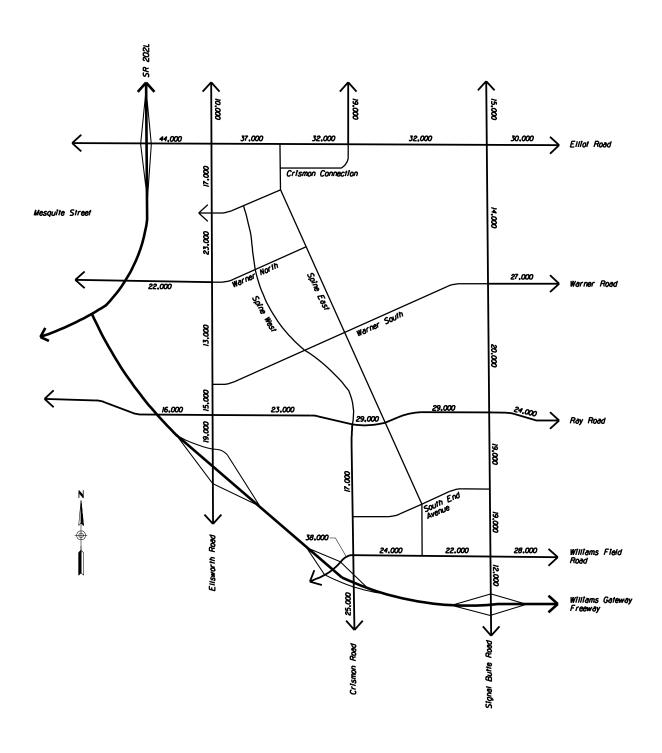
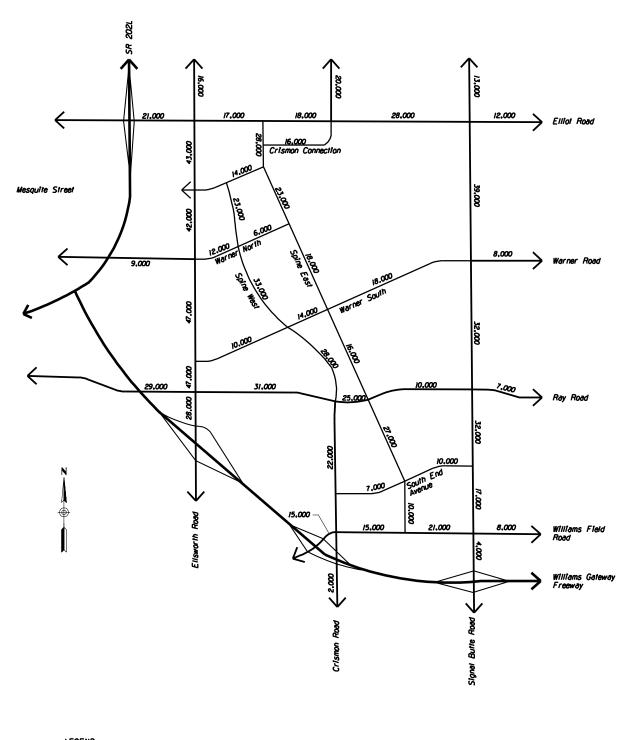




Figure 3.2 MAG Year 2030 Background Traffic Volumes (Excluding MPG)



LEGEND

Site Access
Road Network

X,XXX 2030 Average Daily Traffic (ADT)

Figure 4.1 Site Traffic for Mesa Proving Grounds Preliminary Planning Concept

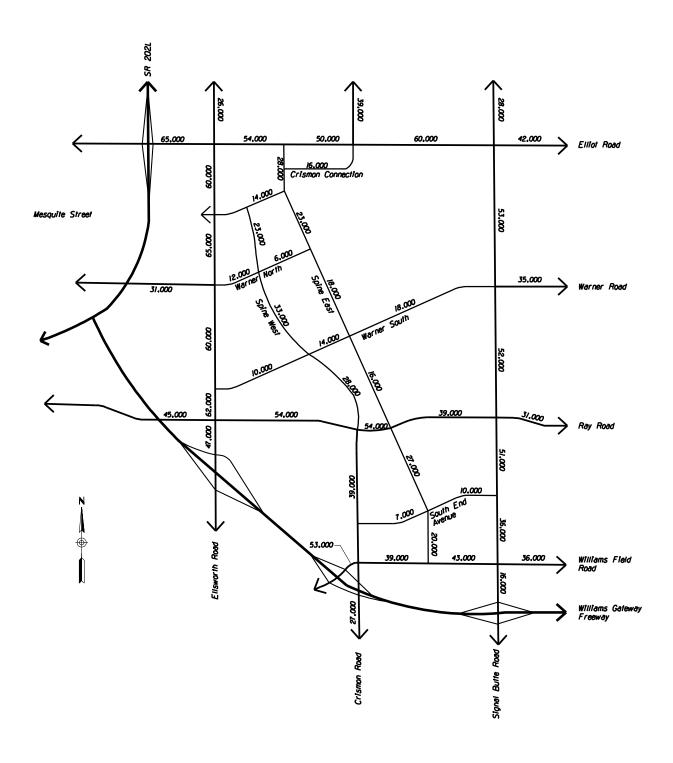




Figure 4.2 Year 2030 Total Traffic for Mesa Proving Grounds Preliminary Planning Concept

Pacific Proving Grounds North – Traffic Impact Analysis

APPENDIX C
2009 HDR MESA GATEWAY TRANSPORTATION MODEL



City of Mesa

Mesa Gateway

Strategic Development Plan

Transportation Analysis Memorandum Task 3C.4

Prepared for: City of Mesa Prepared by: HDR Inc.

January 23, 2009

2.0 Year 2005 Mesa Gateway Travel Demand Model

This section details the development and validation of the year 2005 Mesa Gateway Travel Demand Model. This model is a sub-area sketch planning tool developed to evaluate alternative land use concepts for the Mesa Gateway Strategic Development Plan.

2.1 Year 2005 Socioeconomic Inputs

MAG traffic analysis zone (TAZ) geography was reviewed and refined to provide more detailed traffic assignments. MAG year 2005 population and employment estimates were disaggregated into the revised zone geography using recent aerial photography and windshield surveys of the study area. Figure 2-1 shows the TAZ geography for the Mesa Gateway Travel Demand Model. Table 2-1 shows a summary of MAG population and employment for the City of Mesa Transportation Planning Area. Population and employment data are shown by TAZ in Appendix A.

Table 2-1: MAG Study Area Population and Employment Estimates

Description	Dwelling Units	Population	Employment	
	2005			
Transportation Planning Study Area	24,462	48,095	15,412	
Land Use Evaluation Area	952	2,370	3,495	
Study Area Total	25,414	50,465	18,907	

Source: MAG Resident Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone for July 1, 2010, 2020 and 2030, May 2007.

Year 2005 daily vehicle trips were also estimated for the ASU Polytechnic Campus and the Mesa Gateway Airport.

Strategic Development Plan

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Traffic Analysis Zone

STUDY AREA

- Land Use Evaluation Area

Transportation Planning Study Area



January 2008

2.2 Trip Generation

Study area trip generation is based on vehicle trip generation rates developed by HDR based on Institute of Transportation Engineers data and other studies including the National Cooperative Highway Research Program (NCHRP) Report 365 *Travel Estimation Techniques for Urban Planning*. Trips were estimated for three trip purposes: Home-Based Work (HBW); Home-Based Other (HBO); and, Non-Home-Based (NHB). A Home-Based Work trip is the first trip of the day that starts at home and ends at work. It also includes trips directly between work and home at the end of the day. A Home-Based Other trip is a trip from home with a non-work purpose such as shopping, school, or social/recreation. A Non-Home-Based trip is a trip that does not start at home. It could be a trip between work and shopping, for example. Table 2-2 shows the trip generation rates for the various land use categories used in the trip generation analysis.

Table 2-2: Daily Vehicle Trip Generation Rates

Land Use Description	Units	Daily Rate
Single Family Detached Dwelling Unit	Household	9.57
Multi-Family Dwelling Unit	Household	6.72
Retail	Employment	21
Office	Employment	4.5
Public	Employment	12
Industrial, Manufacturing	Employment	4
Schools	Students	0.5

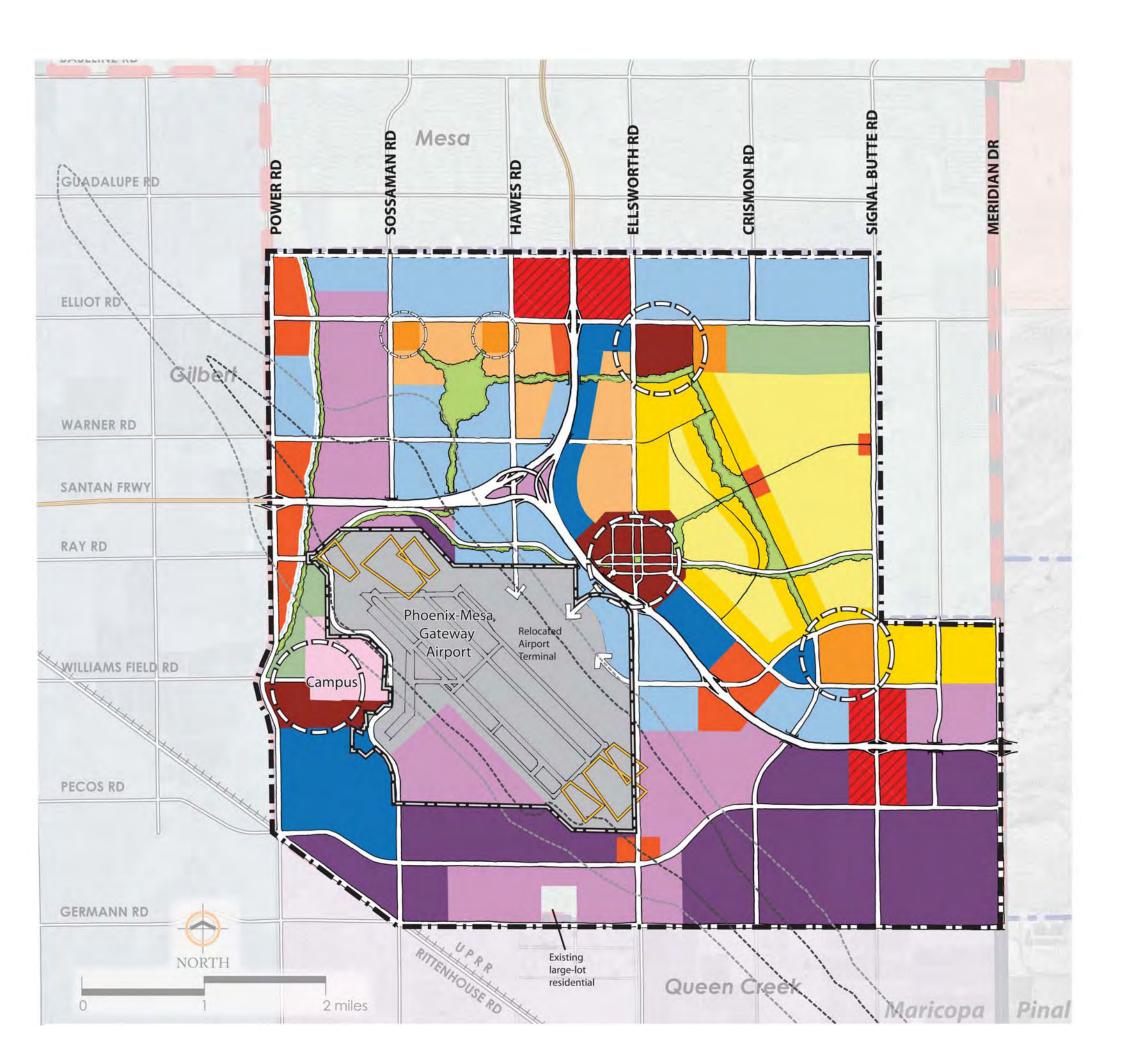
Source: HDR Inc., January 2008.

Table 2-3 provides a summary of the year 2005 daily vehicle trip generation estimates by trip purpose for the entire Mesa Gateway sub-area model.

Table 2-3: Year 2005 Daily Trip Summary

Trip Purpose	Total Trips	Percent Trips
HBW	246,600	21
НВО	392,200	32
NHB	258,600	21
External	313,200	26
Total	1,210,600	100

Source: HDR Inc., January 2008.



Strategic Development Plan

Preferred Concept: Study Area Land Uses

High Density
Urban Living
Community

Urban Center

Urban Employment/ Mixed Use

Regional Commercial Village Center

Business Park

Commercial

Medium-High
Density Residential

Light Industrial

Blended Residential



Mixed Use Center



Study Area Boundary





-- Canal







---- 60 Dnl Noise Contour*
---- 65 Dnl Noise Contour*



27

^{*} Noise contours are derived from a combination of the 2015 noise exposure contour from the 1993 Williams Gateway Airport Master Plan and the 1993 Williams Gateway Airport Master Plan high range 2020 forecasts.

Strategic Development Plan

Appendix A

Year 2005 Population and Employment estimates by TAZ

Table A-1: Year 2005 Mesa Gateway Travel Demand Model Socioeconomic Data

	Dw	velling Units	,		Employme	nt		School	
	Single	Multi-							
TAZ	Family	Family	Total	Retail	Office	Indust.	College	Primary	Secondary
10	0	0	0	1308	0	74	0	0	0
11	0	0	0	2443	0	90	0	0	0
12	0	49	49	1909	62	90	0	0	0
13	486	361	847	0	245	256	0	0	0
15	0	0	0	0	0	0	0	0	0
16	0	0	0	140	0	81	0	0	0
17	0	0	0	0	0	181	0	0	0
18	448	0	448	18	0	100	0	0	0
19	824	5	829	79	0	79	0	0	0
20	0	0	0	0	929	662	0	0	0
21	0	0	0	650	0	25	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0
24	198	27	225	0	0	185	0	0	0
25	558	7	565	0	0	66	0	0	0
26	0	0	0	0	0	0	0	0	0
27	715	8	723	61	99	99	0	0	0
28	405	0	405	0	0	55	0	0	0
29	0	405	405	171	0	25	0	0	0
30	0	291	291	203	90	148	0	0	0
31	10	232	242	29	0	378	0	0	0
34	398	0	398	42	0	38	0	0	0
38	1532	0	1532	377	287	274	0	887	0
39	1620	93	1713	0	0	316	0	0	0
40	763	43	806	0	0	0	0	0	0
41	1398	0	1398	118	1	194	0	0	0
42	1439	241	1680	387	0	259	0	1421	0
43	675	12	687	2	2	288	0	3411	2260
44	1013	82	1095	0	0	473	0	0	0
48	0	0	0	0	0	0	0	0	0
49	3	0	3	0	0	103	0	1382	0
50	839	0	839	193	0	258	0	0	0
51	482	0	482	99	0	0	0	0	0
52	282	58	340	2	0	68	0	0	0
53	802	12	814	69	154	164	0	1095	0
54	731	0	731	0	0	24	0	0	0
55	367	8	375	0	0	96	0	0	0
59	0	0	0	0	0	0	0	0	0
60	48	0	48	0	0	103	0	0	0
61	21	0	21	20	0	0	0	881	0

Strategic Development Plan

Table A-1 (Cont'd): Year 2005 Mesa Gateway Travel Demand Model Socioeconomic Data

lable A-				Gateway Iravel Demand Mode					
		velling Units			Employme	nt		School	
	Single	Multi-							
TAZ	Family	Family	Total	Retail	Office	Indust.	College	Primary	Secondary
62	10	0	10	0	0	137	0	0	0
63	0	0	0	0	0	49	0	0	0
64	0	0	0	0	0	0	0	0	0
65	0	0	0	0	0	0	0	0	0
66	738	0	738	2	0	113	0	868	0
69	0	0	0	0	0	49	0	0	0
70	0	0	0	0	0	0	0	0	0
71	0	0	0	0	0	56	0	0	0
72	0	0	0	0	0	0	0	0	0
76	0	0	0	0	0	49	0	0	0
77	0	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0	0
79	12	0	12	0	0	50	0	0	0
80	0	0	0	0	0	272	0	0	0
81	0	0	0	0	0	0	0	0	0
82	2	0	2	0	0	54	0	0	0
86	16	0	16	0	0	0	0	0	0
87	110	17	127	0	0	1263	6500	3000	0
88	0	0	0	0	0	356	0	0	0
89	0	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0	0
91	0	0	0	0	0	0	0	0	0
92	88	0	88	0	0	6	0	0	0
96	154	23	177	16	0	32	0	0	0
99	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0
101	17	0	17	0	0	0	0	0	0
102	2	0	2	0	0	201	0	0	0
107	0	0	0	0	0	0	0	0	0
108	3	0	3	0	0	0	0	0	0
109	60	0	60	0	0	1	0	0	0
110	0	0	0	0	0	0	0	0	0
111	3	0	3	36	0	0	0	0	0
112	4	0	4	0	0	0	0	0	0
113	1	0	1	0	0	810	0	0	0
117	0	0	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0	0	0
119	0	0	0	0	0	0	0	0	0
120	0	0	0	0	0	0	0	0	0
121	0	0	0	0	0	0	0	0	0

Source: HDR Engineering, January 2008; Maricopa Association of Governments, July 2007.

Strategic Development Plan

Appendix B Year 2005 External Trip Estimates

Strategic Development Plan

Table B-1: Year 2005 Mesa Gateway Travel Demand Model External Stations

Zone	Location Description	Year 2005 Daily Traffic Count	External Trip Estimate	I-E Trip Estimate
130	Southern Ave West of Higley Rd	23,400	5,400	18,000
131	US 60 West of Higley Rd	120,000	73,200	46,800
132	Baseline Rd West of Higley Rd	21,800	5,900	15,900
133	Guadalupe Rd West of Higley Rd	20,400	15,900	4,500
134	Elliot Rd West of Higley Rd	12,500	3,000	9,500
135	Warner Rd West of Higley Rd	10,100	2,400	7,700
136	Loop 202 West of Higley Rd	19,000	-	19,000
137	Ray Rd West of Higley Rd	9,610	2,020	7,590
138	Williams Field Rd West of Higley Rd	19,200	6,200	13,000
139	Pecos Rd West of Higley Rd	7,900	4,100	3,800
140	Germann Rd West of Higley Rd	13,600	11,600	2,000
141	Higley Rd South of Germann Rd	23,800	19,200	4,600
142	Power Rd South of Germann Rd	22,000	14,600	8,400
143	Sossaman Rd South of Germann Rd	14,200	7,300	6,900
144	Ellsworth Rd South of Germann Rd	28,000	18,200	9,800
145	Crismon Rd South of Germann Rd	500 ¹	-	500
146	Signal Butte Rd South of Germann Rd	500 ¹	-	500
147	Germann Rd East of Meridian Rd	500 ¹	-	500
148	Pecos Rd East of Meridian Rd	500 ¹	-	500
149	Williams Field Rd East of Meridian Rd	500 ¹	-	500
150	Warner Rd East of Meridian Rd	500 ¹	-	500
151	Elliot Rd East of Meridian Rd	2,800	1,800	1,000
153	Baseline Rd East of Meridian Rd	11,500	7,600	3,900
154	US 60 East of Meridian Rd	69,000	56,700	12,300
155	Southern Ave East of Meridian Rd	9,000	2,250	6,750
156	Meridian Rd North of Southern Ave	8,050	6,600	1,450
157	Signal Butte Rd North of Southern Ave	18,000	7,200	10,800
158	Crismon Rd North of Southern Ave	16,100	7,730	8,370
159	Ellsworth Rd North of Southern Ave	24,800	9,670	15,130
161	Hawes Rd North of Southern Ave	2,700	620	2,080
162	Sossaman Rd North of Southern Ave	19,700	5,100	14,600
164	Power Rd North of Southern Ave	52,400	11,530	40,870
165	Higley Rd North of Southern Ave	34,400	17,900	16,500

Source: City of Mesa 2006 Traffic Volume Map, December 14, 2006; City of Mesa 2007 Traffic Volume Map, January 16, 2007; Town of Gilbert Year 2005
Traffic Counts (http://216.197.126.228/traffic/counts05.cfm); MCDOT Traffic Counts (http://www.mcdot.maricopa.gov/manuals/trafCounts/maps/close-ups/B-4.htm); HDR Inc., January 2008.

¹⁾ Estimated value; actual traffic count data unavailable at this location.

Strategic Development Plan

Appendix C Year 2030 External Trip Estimates

Table C-1: Year 2030 External Traffic Volume Estimates

Zone	Location Description	I-E Trip Estimate	External Trip Estimate	Total Traffic Volume Estimate
143	Southern Ave West of Higley Rd	34,700	4,900	39,600
144	US 60 West of Higley Rd	221,300	171,200	392,500
145	Baseline Rd West of Higley Rd	46,200	4,400	50,600
146	Guadalupe Rd West of Higley Rd	35,200	3,900	39,100
147	Elliot Rd West of Higley Rd	33,600	5,300	38,900
148	Warner Rd West of Higley Rd	40,100	16,100	56,200
149	Loop 202 West of Higley Rd	100,700	70,900	171,600
150	Ray Rd West of Higley Rd	44,200	12,400	56,600
151	Williams Field Rd West of Higley Rd	68,200	5,700	73,900
152	Pecos Rd West of Higley Rd	41,500	29,500	71,000
153	Germann Rd West of Higley Rd	20,500	38,300	58,800
154	Higley Rd South of Germann Rd	22,400	24,000	46,400
155	Power Rd South of Germann Rd	30,000	15,800	45,800
156	Sossaman Rd South of Germann Rd	16,500	16,700	33,200
157	Ellsworth/Rittenhouse South of Germann	57,900	51,200	109,100
158	Crismon Rd South of Germann Rd	17,300	10,300	27,600
159	Meridian Rd South of Germann Rd	31,800	21,500	53,300
160	Germann Rd East of Meridian Rd	19,500	10,500	30,000
161	Pecos Rd East of Meridian Rd	23,700	4,800	28,500
162	Williams Field Rd East of Meridian Rd	19,700	3,400	23,100
163	Warner Rd East of Meridian Rd	24,800	6,900	31,700
164	Elliot Rd East of Meridian Rd	21,800	10,200	32,000
166	Baseline Rd East of Meridian Rd	31,300	5,800	37,100
167	US 60 East of Meridian Rd	51,800	148,400	200,200
168	Southern Ave East of Meridian Rd	29,700	5,700	35,400
169	Meridian Rd North of Southern Ave	16,300	3,000	19,300
170	Signal Butte Rd North of Southern Ave	16,300	1,600	17,900
171	Crismon Rd North of Southern Ave	12,200	1,900	14,100
172	Ellsworth Rd North of Southern Ave	21,000	2,700	23,700
173	Guadalupe Rd East of Meridian Rd	13,400	2,100	15,500
174	Hawes Rd North of Southern Ave	6,300	1,100	7,400
175	Sossaman Rd North of Southern Ave	24,700	4,600	29,300
177	Power Rd North of Southern Ave	45,400	7,000	52,400
178	Higley Rd North of Southern Ave	34,000	13,800	47,800
179	Ray Road East of Meridian Rd	21,400	2,900	24,300
180	Williams Gateway Freeway East of Meridian	59,700	93,200	152,900
181	Loop 202 North of Southern Ave	64,200	93,800	158,000
182	Signal Butte Rd South of Germann Rd	19,200	12,500	31,700

Source: HDR Inc., January 2009; Maricopa Association of Governments, July 2007.

Strategic Development Plan

Appendix D

Year 2030 Population and Employment estimates by TAZ

Strategic Development Plan

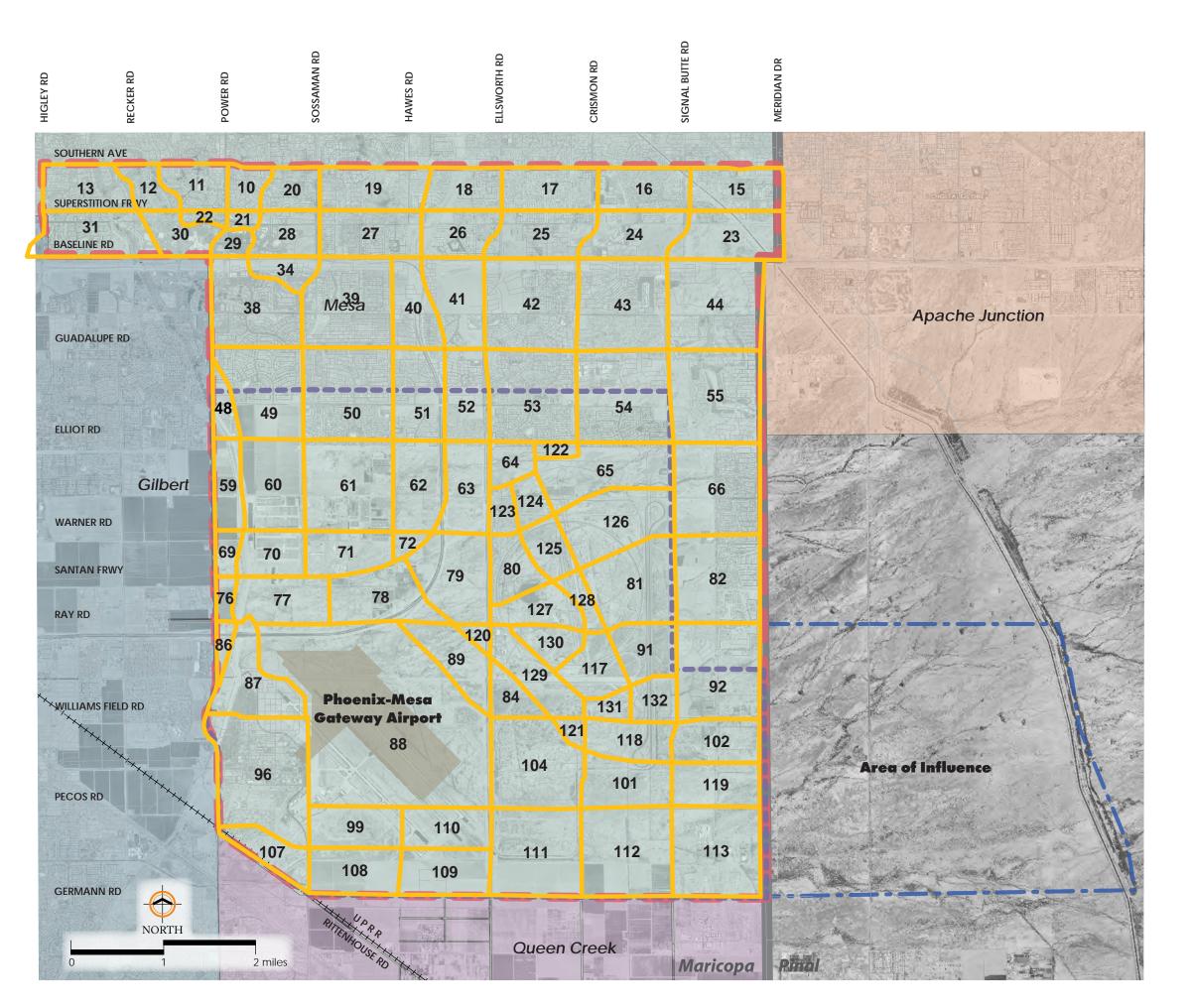
STUDY AREA

■ ■ Land Use Evaluation Area

Transportation Planning Study Area







Strategic Development Plan

XX Traffic Analysis Zone

STUDY AREA

Land Use Evaluation Area

Transportation Planning Study Area





January 2009

Strategic Development Plan

Table D-1: Year 2030 Mesa Gateway Travel Demand Model Socioeconomic Data

	Dw	elling Unite			Employmei	nt		School	
	Single	Multi-							
TAZ	Family	Family	Total	Retail	Office	Indust.	College	Primary	Secondary
10	0	0	0	1373	210	19	0	0	0
11	0	0	0	3000	106	0	0	0	0
12	0	50	50	1546	168	0	0	0	0
13	486	361	847	54	276	0	0	0	0
14	0	0	0	212	220	0	0	0	0
15	0	0	0	144	976	0	0	0	0
16	0	0	0	1139	3005	0	0	0	0
17	643	0	643	306	804	0	0	0	0
18	643	0	643	0	266	0	0	0	0
19	824	5	829	31	84	0	0	0	0
20	156	0	156	0	2290	569	0	0	0
21	0	0	0	827	95	0	0	0	0
22	0	0	0	0	0	0	0	0	0
23	0	0	0	652	1438	0	0	0	0
24	198	455	653	645	34	0	0	0	0
25	558	9	567	304	347	0	0	0	0
26	0	0	0	0	3264	0	0	0	0
27	715	8	723	189	686	0	0	0	0
28	578	0	578	827	95	0	0	0	0
29	0	578	578	827	95	0	0	0	0
30	0	311	311	616	375	0	0	0	0
31	10	232	242	177	3656	64	0	0	0
32	0	0	0	476	1428	0	0	0	0
33	115	0	115	718	189	0	0	0	0
34	398	169	567	808	400	0	0	0	0
35	0	0	0	0	0	0	0	0	0
36	1554	0	1554	572	234	234	0	0	0
37	1213	152	1365	718	189	0	0	0	0
38	1532	200	1732	808	400	0	0	887	0
39	1620	93	1713	159	299	0	0	0	0
40	763	302	1065	159	299	0	0	0	0
41	1398	441	1839	286	65	0	0	0	0
42	1439	338	1777	549	68	0	0	1421	0
43	1291	303	1594	155	130	0	0	1151	2260
44	1770	82	1852	67	82	205	0	0	0
45	0	0	0	0	0	0	0	0	0
46	1345	81	1426	178	107	0	0	0	0
47	1180	629	1809	178	843	0	0	0	2859
48	0	650	650	159	462	0	0	0	0
49	0	0	0	0	2811	691	0	1382	0

Strategic Development Plan

Table D-1 (Cont'd): Year 2030 Mesa Gateway Travel Demand Model Socioeconomic Data

	Dv	velling Units	;		Employme	nt		School	
	Single	Multi-							
TAZ	Family	Family	Total	Retail	Office	Indust.	College	Primary	Secondary
50	568	0	568	0	5157	0	0	0	0
51	326	0	326	1144	0	0	0	0	0
52	608	0	608	958	68	0	0	0	0
53	668	0	668	0	5132	0	0	1095	0
54	577	1678	2255	0	24	0	0	0	0
55	0	0	0	0	96	0	0	0	0
56	0	0	0	0	0	0	0	0	0
57	2308	0	2308	1276	331	0	0	0	0
58	1607	0	1607	385	1019	0	0	0	0
59	0	532	532	63	2258	0	0	0	0
60	0	0	0	0	103	3944	0	0	0
61	0	4332	4332	127	600	0	0	881	0
62	0	3329	3329	0	137	0	0	0	0
63	0	2395	2395	0	1253	0	0	0	0
64	0	1703	1703	453	15942		0	0	0
65		449	449	42	244		0	0	0
66	1334	0	1334	0	0	0	0	868	0
67	396	1000	1396	78	139	0	6500	0	0
68	711	10	721	716	166	332	0	0	0
69	0	0	0	0	1349	0	0	0	0
70	0	0	0	0	0	2110	0	0	0
71	0	2375	2375	0	0	0	0	0	0
72	0	0	0	0	626	0	0	0	0
73	0	0	0	0	0	0	0	0	0
74	149	2223	2372	120	560	0	0	0	0
75	450	257	707	500	700	0	0	0	0
76	0	0	0	0	1028	0	0	0	0
77	0	0	0	0	0	1382	0	0	0
78	0	0	0	0	0	2700	0	0	0
79	0	1282	1282	148	5530	296	0	0	0
80	0	1493	1493	210	210	0	0	0	0
81	0	2500	2500	254	106	0	0	0	0
82	977	93	1070	0	168	0	0	0	0
83	0	0	0	0	276	0	0	0	0
84	325	3503	3828	228	220	0	0	0	0
85	914	2063	2977	557	976	0	0	0	0
86	0	0	0	0	3005	0	0	0	0
87	0	0	0	0	804	0	0	0	0

Table D-1 (Cont'd): Year 2030 Mesa Gateway Travel Demand Model Socioeconomic Data

Tubic E		velling Units			Employme		1 20010600110	School	
	Single	Multi-	,		Linpioyino			501001	
TAZ	Family	Family	Total	Retail	Office	Indust.	College	Primary	Secondary
88	0	0	0	0	266	4055	0	0	0
89	0	0	0	0	84	461	0	0	0
90	0	0	0	0	2290	0	0	0	0
91	0	1428	1428	166	95		0	0	0
92	586	0	586	0	0	2857	0	0	0
93	0	0	0	175	1438	0	0	0	0
94	450	122	572	100	34	0	0	0	0
95	1000	297	1297	120	347	0	0	0	0
96	0	483	483	494	3264	4792	0	0	0
97	931	0	931	77	686	0	0	0	0
98	1000	285	1285	100	95	0	0	0	0
99	0	0	0	0	95	2672	0	0	0
100	0	0	0	0	375	5050	0	0	0
101	0	0	0	0	3656	3234	0	0	0
102	0	0	0	0	1428	2755	0	0	0
103	0	0	0	0	189	0	0	0	0
104	1933	0	1933	352	400	0	0	0	0
105	2201	0	2201	449	0	0	0	0	0
106	0	0	0	0	234	0	0	0	0
107	0	0	0	0	189	2073	0	0	0
108	0	0	0	0	400	3280	0	0	0
109	0	20	20	15	299	2934	0	0	0
110	0	0	0	0	299	2597	0	0	0
111	0	150	150	111	65	5556	0	0	0
112	0	0	0	0	68	5916	0	0	0
113	0	0	0	0	130	5796	0	0	0
114	0	2	2	0	82	0	0	0	0
115	0	2	2	271	0	0	0	0	0
116	0	0	0	1022	107	0	0	0	0
117	0	572	572	78	843	0	0	0	0
118	0	0	0	0	462	2672	0	0	0
119	0	0	0	0	2811	3087	0	0	0
120	0	133	133	137	5157	0	0	0	0
121	0	0	0	0	0	700	0	0	0
122	0	596	596	82	68	0	0	0	0
123	0	1361	1361	292	5132	0	0	0	0
124	0	985	985	206	24	0	0	0	0
125	0	675	675	122	96	0	0	0	0

Strategic Development Plan

Table D-1 (Cont'd): Year 2030 Mesa Gateway Travel Demand Model Socioeconomic Data

	Dv	elling Units	;		Employme	nt		School	
TAZ	Single Family	Multi- Family	Total	Retail	Office	Indust.	College	Primary	Secondary
126	455	455	59	0	0	0	0	0	0
127	1297	1297	176	331	0	0	0	0	0
128	250	250	0	1019	0	0	0	0	0
129	105	105		2258	0	0	0	0	0
130	236	236	41	103	0	0	0	0	0
131	250	250	179	600	0	0	0	0	0
132	794	794	532	137	0	0	0	0	0

Source: HDR Engineering, January 2009; Maricopa Association of Governments, July 2007.

Pacific Proving Grounds North – Traffic Impact Analysis

APPENDIX D
2009 EPS SIGNAL BUTTE CORRIDOR STUDY



Signal Butte Corridor Improvement Study: US 60 to Rittenhouse Road

Final Report

Prepared For:



Prepared By:



December 2009

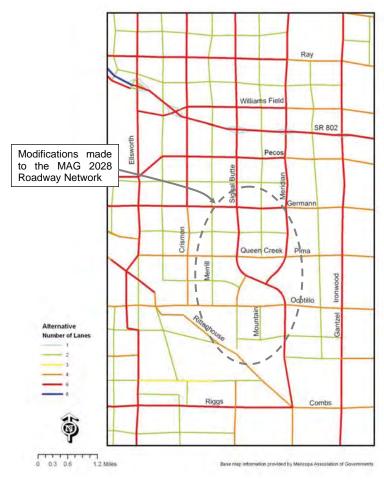


Figure 3-6 Modified Year 2028 MAG Roadway Network

The modified roadway network shown in Figure 3-6 was provided to MAG to generate traffic forecast data for the year 2028. MAG provided year 2028 directional daily traffic volumes for each segment in the study area. These volumes were added together to produce two-way average daily traffic (ADT) volumes. A table comparing the forecast 2028 MAG ADT volumes for the original MAG network and the modified network is provided in Table 3-4. When comparing the

MAG forecast ADT volumes for the modified network and those for the original MAG 2028 traffic forecast, the following observations can be made:

- The traffic volumes on Signal Butte Road north of SR 802 are generally lower with the modified network.
- The traffic volumes on Signal Butte Road south of SR 802 are significantly higher with the modified network.
- The traffic volumes on Meridian Road north of the southern tee intersection are significantly less with the modified network.
- Signal Butte Road south of the northern tee intersection has significantly lower volumes with the modified network due to the fact that it does not connect to Rittenhouse Road under this condition.

Table 3-4 MAG 2028 - Modified Roadway Network vs. Original MAG Network

Street	Segi	ment	MAG 2028 Fore	ecast 2-way ADT	Change 0/
Street	From	То	Original Network	Modified Network	Change %
	Williams Field Road	SR 802	15,384	11,035	-28.3%
	SR 802	Pecos Road	29,611	30,423	2.7%
	Pecos Road	Germann Road	24,476	27,797	13.6%
Signal Butte	Germann Road	Queen Creek Road	22,237	33,689	51.5%
Road	Queen Creek Road	Northern Tee Intersection	22,012	42,596	93.5%
	Northern Tee Intersection	Southern Tee Intersection	N/A	39,812	N/A
	Southern Tee Intersection	Ocotillo Road	22,012	6,108	-72.3%
	Ocotillo Road	End of Road	22,979	10,260	-55.4%
	SR 802	Pecos Road	38,019	28,077	-26.2%
	Pecos Road	Germann Road	35,715	22,058	-38.2%
Meridian	Germann Road	Queen Creek Road	42,130	21,897	-47.8%
Road	Queen Creek Road	Southern Tee Intersection	40,712	8,874	-78.2%
	Southern Tee Intersection	Ocotillo Road	45,614	47,392	3.9%
	Ocotillo Road	Chandler Heights Road	45,352	42,406	-6.5%

The MAG 2028 traffic forecast volumes for the proposed modified roadway network were adjusted to account for the Mesa Proving Grounds (MPG) planned development. These volumes were adjusted using the exact same procedure that was utilized to adjust the MAG 2028 traffic forecast in the Signal Butte Road Corridor Improvement Study Technical Memorandum # 3 - Traffic Analysis. The resulting adjusted daily traffic forecast for year 2028 is provided in Figure 3-7.

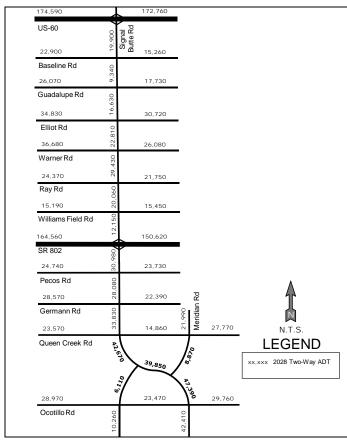


Figure 3-7 Modified MAG 2028 Traffic Forecast Adjusted for the MPG Project

3.5.1 Modified Year 2030 Traffic Forecast

The long range analysis year for the Signal Butte Road Corridor Improvement Study is 2030. The socioeconomic, roadway network and traffic forecast data maintained by MAG are for year 2028. Growth factors were developed for application to the MAG 2028 traffic forecasts based on the projected MAG socioeconomic data. This analysis yielded a 9.7 percent growth from year 2028 to year 2030. These growth rates were used to increase the year 2028 traffic forecasts to represent the analysis year 2030.

The directional daily traffic volumes provided by MAG for the proposed modified roadway network for the year 2028 were increased by 9.7 percent to generate the traffic volumes for the 2030 analysis year. These volumes were added together to produce two way ADT volumes, which are provided in Figure 3-8. The intersection turning movement volumes were estimated at the planning level using the methods provided in the NCHRP 255, Highway Traffic Data for Urbanized Area Project Planning and Design.

The peak-hour proportion of daily traffic "K" values that were used to develop the 2030 AM and PM peak-hour turning movement volumes were obtained from the year 2008 "K" values from the intersection of Signal Butte Road and Ocotillo Road. These data were provided by the Town of Queen Creek from a recent traffic signal warrant study. The year 2008 "K" values used to develop the AM and PM turning movement volumes within the study area for year 2016 were 0.071 for AM and 0.086 for PM.

The calculation matrices used in developing the AM and PM peak-hour turning movement volumes for the analysis year 2030 are provided in the addendum to the Signal Butte Road Corridor Improvement Study Technical Memorandum # 3 – Traffic Analysis (September, 2009). A map displaying the 2030 intersection turning movement volumes for the proposed modified roadway network is also provided in Figure 3-8.

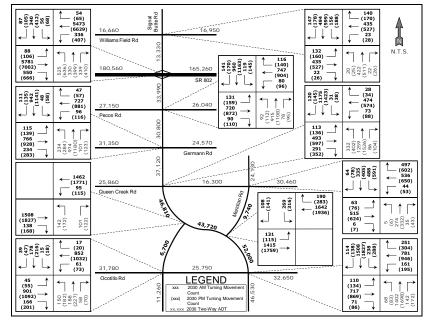
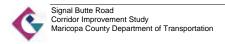


Figure 3-8 Modified Year 2030 Forecast and Intersection Turning Movement Volumes



Pacific Proving Grounds North – Traffic Impact Analysis





PROJECT	PACIFIC	C PROVING	PACIFIC PROVING GROUNDS NORTH	E
PARCEL		ALL RESIDENTIAL	DENTIAL	
ITE LAND USE CATEGORY AND CODE	PLANN	ED UNIT DE	PLANNED UNIT DEVELOPMENT - 270	70
INDEPENDENT VARIABLE	MAXIMUN	I OF DWELLIN	MAXIMUM OF DWELLING UNITS AND ACRES	RES
SIZE	2263 DW	ELLING UNITS	2263 DWELLING UNITS AND 283.13 ACRES	ES
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY				
MINIMUM RATE		6,914	6,913	13,827
AVERAGE RATE		7,717	7,717	15,434
MAXIMUM RATE		8,453	8,452	16,905
STANDARD DEVIATION				
EQUATION		7,896	7,895	15,791
LARGEST OF AVERAGE OR EQUATION		7,896	7,895	15,791
PEAK HOUR GENERATOR				
MINIMUM RATE		521	543	1,064
AVERAGE RATE		621	646	1,267
MAXIMUM RATE		999	693	1,358
STANDARD DEVIATION				
EQUATION		595	620	1,215
LARGEST OF AVERAGE OR EQUATION		621	646	1,267
SUNDAY DAILY				
MINIMUM RATE		4,798	4,797	9,595
AVERAGE RATE		5,760	5,759	11,519
MAXIMUM RATE		7,185	7,185	14,370
STAINDARD DEVIATION		5.426	5 425	10.851
LARGEST OF AVERAGE OR EQUATION		5,760	5,759	11,519
PEAK HOUR GENERATOR				
MINIMUM RATE		647	598	1,245
AVERAGE RATE		1,012	934	1,946
MAXIMUM RATE		1,741	1,608	3,349
STANDARD DEVIATION				
EQUATION		508	468	926
LARGEST OF AVERAGE OR EQUATION		1,012	934	1,946
				Ceps prove

PROJECT	PROJECT	PA	CIFIC PROVING	SROUNDS NOR	王
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$					
DWELLING UNITS 2,263 ENTERING ENTERING 13 ENTERING ENTING 664 6,552 6,551 664 6,552 6,551 7,50 8,487 8,486 1,438 1,6271 16,271 8,487 8,486 1,360 1,7 771 100 353 0,20 8,487 8,486 1,360 0,20 8,487 8,486 1,360 0,77 100 353 1,360 0,77 22% 77% 1,360 0,77 233 1,360 1,011 0,20 0,77 383 1,011 1,17 0,56 302 1,011 1,17 0,58 510 1,011 360 0,58 510 1,011 346 0,43 613 360 677 0,80 510 519 0,80 <th>TE LAND USE CATEGORY AND CODE</th> <th>PL</th> <th>ANNED UNIT DE</th> <th>VELOPMENT - 2</th> <th>02</th>	TE LAND USE CATEGORY AND CODE	PL	ANNED UNIT DE	VELOPMENT - 2	02
2,263 ENTERING ENTERING 13 50% 50% 50% 50% 13 6,552 6,551 6,551 6,551 6,551 6,551 6,551 6,552 6,551 6,551 6,552 6,551 6,552 6,552 6,551 6,552 6,551 6,551 6,552 6,551 6,551 6,551 6,552 6,551 6,551 6,552 6,551 7,513 8,486 7,513 8,486 7,513 8,486 8,486 7,513 8,486 8,486 8,486 8,486 8,486 8,486 8,486 8,548 8,548 8,548 8,548 8,548 8,548 8,519 8,668 8,668 8,668 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,698 8,6	INDEPENDENT VARIABLE		DWELLIN	G UNITS	
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$				TRIPS	F
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	WEEKDAY DAILY		ENTERING 50%	EXITING FO%	IOIAL
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	LIMBER OF STUDIES	13		2	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE SIZE	664			
7.50 8,487 8,486 14.38 16.271 16.271 3.32 7.513 7.513 3.32 7.513 7.513 8.487 8.486 8.486 1.7 2.2% 7.8% 1.7 1.0 3.53 0.0 0.20 0.51 2.24 900 0.77 3.83 1.360 0.0 0.77 3.83 1.360 0.0 0.77 3.83 1.360 0.0 0.77 3.83 1.360 0.0 0.77 3.83 1.360 0.0 0.77 2.54 900 0.0 0.77 2.76 9.26 0.0 0.77 0.98 510 1.708 0.77 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 <	JINIMUM RATE	5.79	6.552	6.551	13.103
14.38 16.271 16.271 16.271 3.32 7.513 7.513 $R^2 = 0.94$ 7.513 7.513 $R^2 = 0.94$ 7.513 7.513 771 100 7.513 771 100 1.513 17 1.22% 7.8% 0.20 100 3.53 0.77 3.83 1.360 0.77 3.83 1.360 0.77 3.83 1.360 0.72 2.24 900 0.72 2.3% 7.7% 1.1 2.3% 7.7% 0.72 2.3% 7.7% 0.89 5.10 1.708 0.77 2.76 9.26 0.77 2.76 9.26 0.77 2.76 9.26 0.77 0.99 3.60 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80	VERAGE RATE	7.50	8 487	8 486	16 973
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	RGEST OF AVERAGE OR EQUATION		8,487	8,486	16.973
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771 100 353 0.20 100 353 0.21 254 900 0.72 254 900 0.72 254 900 0.72 254 900 0.72 $23%$ $77%$ 0.49 255 854 0.49 255 854 0.58 510 $1,011$ 0.98 510 $1,011$ 0.77 276 926 0.77 276 926 0.77 276 926 0.77 276 926 0.77 276 926 0.77 284 519 0.80 884 519 0.80 884 519 0.80 884 481 0.77 0.80 884 481 0.77 0.72 0.72 0.72 0.80 0.80 0.80 0.80 0.80 0.80 <td>JUMBER OF STUDIES</td> <td>17</td> <td></td> <td></td> <td></td>	JUMBER OF STUDIES	17			
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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE RATE	0.51	254	006	1.154
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	JAXIMUM RATE	0.77	383	1.360	1.743
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	QUATION: LN (T) = 0.93 * LN(X) - 0.20	$R^2 = 0.93$	237	842	1.079
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	RGEST OF AVERAGE OR EQUATION		254	006	1.154
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	AM PEAK HOUR GENERATOR		23%	%22	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	IMBER OF STUDIES	11		2	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE SIZE	757			
0.58 302 1,011 0.98 510 1,708 0.77 276 926 18 302 1,011 445 63% 37% 0.43 613 360 0.62 884 519 0.80 862 507 R2 = 0.97 862 507 R4 519 64% 0.80 864 519 11 64% 36% 11 64% 36% 117 1,695 963 0.89 854 481 0.72 1,043 586 1.17 1,695 963 0.86 963 558 R*= 0.97 993 558	IINIMUM RATE	0.49	255	854	1,109
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE RATE	0.58	302	1,011	1,313
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1AXIMUM RATE	0.98	510	1,708	2,218
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	TANDARD DEVIATION	0.77			
302 1,011 18 37% 18 37% 945 613 37% 0.43 613 360 0.62 884 519 1.13 1,611 946 0.80 862 507 R ² = 0.97 862 507 844 519 11 64% 36% 757 864 481 0.72 $1,043$ 586 1.17 $1,695$ 953 0.86 963 568 $R^2 = 0.97$ 993 558 $R^2 = 0.97$ 993 558	QUATION: LN (T) = 0.90 * LN(X) + 0.14	$R^2 = 0.97$	276	926	1,202
18 63% 37% 37% 945 0.43 613 360 0.62 884 519 0.80 82 507 882 507 882 507 884 519 64% 36% 757 884 519 64% 36% 1.1 0.59 854 481 0.72 1.043 558 884 558 884 519 64% 36% 1.17 1.695 953 558 884 519 64% 36% 1.17 1.695 953 558 884 619 64% 36% 1.17 1.695 953 558	ARGEST OF AVERAGE OR EQUATION		302	1,011	1,313
18 613 360 60.43 613 360 60.82 884 519 618 60.80 882 60.7 882 60.7 884 519 619 619 619 619 619 619 619 619 619 6	M PEAK HOUR ADJACENT STREET		%89	37%	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	IUMBER OF STUDIES	18			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE SIZE	945			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	IINIMUM RATE	0.43	613	360	973
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	VERAGE RATE	0.62	884	519	1,403
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1AXIMUM RATE	1.13	1,611	946	2,557
R ² = 0.97 862 507 884 519 64% 36% 11 757 0.59 884 481 0.72 1,043 586 1.17 1,695 953 0.86 993 558	TANDARD DEVIATION	0.80			
11 64% 36% 519 64% 36% 11 757 854 481 686 953 11.17 1,695 953 6.86 878 6.86 854 854 858 858 858 858 858 858 858 858	:QUATION: LN (T) = 0.90 * LN(X) + 0.27	$R^2 = 0.97$	862	207	1,369
11 757 0.59 1.17 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 1.043 0.86 0.86 0.86 1.043 0.86 0.85 0.85 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0	ARGEST OF AVERAGE OR EQUATION		884	519	1,403
757 854 481 0.75 1.043 586 1.17 1,695 953 0.86 993 558 R ² = 0.97 993 558	PM PEAK HOUR GENERATOR		64%	36%	
757 0.59 854 481 0.72 1,043 686 1,17 1,695 872 993 586 1,043 586	IUMBER OF STUDIES	11			
0.59 854 481 0.72 1,043 586 1.17 1,695 953 0.86 83 R ² = 0.97 993 558	VERAGE SIZE	757			
0.72 1,043 586 1.17 1,695 953 0.86 93 558 R ² = 0.97 993 588	4INIMUM RATE	0.59	854	481	1,335
1.17 1,695 953 0.86 0.86 893 5.88 893 5.88	VERAGE RATE	0.72	1,043	586	1,629
0.86 893 558 1,043 586	1AXIMUM RATE	1.17	1,695	953	2,648
R ² = 0.97 993 558 1,043 586	TANDARD DEVIATION	0.86			
1,043 586	QUATION: LN (T) = 0.92 * LN(X) + 0.24	$R^2 = 0.97$	993	558	1,551
	RGEST OF AVERAGE OR EQUATION		1,043	586	1,629

- COCCO		2000	THE CONTRACT OF THE CONTRACT O	:
PARCEL		ALL RESI	ALL RESIDENTIAL	
ITE LAND USE CATEGORY AND CODE	PL	PLANNED UNIT DEVELOPMENT - 270	VELOPMENT - 2	20
INDEPENDENT VARIABLE		DWELLIN	IG UNITS	
SIZE		2,2	2,263 TPIDS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	5			
AVERAGE SIZE	1,408			
MINIMUM RATE	6.11	6,914	6,913	13,827
AVERAGE RATE	6.82	7,717	7,717	15,434
MAXIMUM RATE	7.47	8,453	8,452	16,905
STANDARD DEVIATION	2.66			
EQUATION: LN (T) = 0.99 * LN(X) + 2.02	$R^2 = 0.98$	7,896	7,895	15,791
LARGEST OF AVERAGE OR EQUATION		7,896	7,895	15,791
PEAK HOUR GENERATOR		49%	21%	
NUMBER OF STUDIES	5			
AVERAGE SIZE	1,408			
MINIMUM RATE	0.47	521	543	1,064
AVERAGE RATE	0.56	621	646	1,267
MAXIMUM RATE	0.60	999	693	1,358
STANDARD DEVIATION	0.75			
EQUATION: LN (T) = 0.97 * LN(X) - 0.39	$R^2 = 0.98$	595	620	1,215
LARGEST OF AVERAGE OR EQUATION		621	646	1,267
SUNDAY DAILY		20%	%09	
NUMBER OF STUDIES	5			
AVERAGE SIZE	1,408			
MINIMUM RATE	4.24	4,798	4,797	9,595
AVERAGE RATE	5.09	5,760	5,759	11,519
MAXIMUM RATE	6.35	7,185	7,185	14,370
STANDARD DEVIATION	2.36			
EQUATION: LN (T) = 0.90 * LN(X) + 2.34	$R^2 = 0.95$	5,426	5,425	10,851
LARGEST OF AVERAGE OR EQUATION		5,760	5,759	11,519
PEAK HOUR GENERATOR		25%	48%	
NUMBER OF STUDIES	5			
AVERAGE SIZE	1,408			
MINIMUM RATE	0.55	647	298	1,245
AVERAGE RATE	98.0	1,012	934	1,946
MAXIMUM RATE	1.48	1,741	1,608	3,349
STANDARD DEVIATION	0.95			
EQUATION: T = 0.41 * (X) + 48.27	$R^2 = 0.96$	508	468	926
LARGEST OF AVERAGE OR EQUATION		1,012	934	1,946

131 300			PACIFIC PROVING GROUNDS NOR IT	ш
PARCEL		ALL RESIDENTIAL	DENTIAL	
TE LAND USE CATEGORY AND CODE	Ы	PLANNED UNIT DEVELOPMENT - 270	VELOPMENT - 2	70
INDEPENDENT VARIABLE		ACRES	ES	
SIZE		283.		
		CNIGHE	TRIPS	TOTAL
WEEKDAY DAII Y		50%	50%	100
NUMBER OF STUDIES	4			
AVERAGE SIZE	33			
MINIMUM RATE	41.85	5,925	5,924	11,849
AVERAGE RATE	46.78	6.623	6,622	13,245
MAXIMUM RATE	50.80	7,192	7,191	14,383
STANDARD DEVIATION	7.82			
EQUATION: LN (T) = 1.02 * LN(X) + 3.78	$R^2 = 0.98$	6,945	6,944	13,889
ARGEST OF AVERAGE OR EQUATION		6,945	6,944	13,889
AM PEAK HOUR ADJACENT STREET		22%	%82	
NUMBER OF STUDIES	4			
AVERAGE SIZE	33			
MINIMUM RATE	1.87	116	413	629
AVERAGE RATE	2.88	179	636	815
MAXIMUM RATE	4.13	257	912	1,169
STANDARD DEVIATION	1.92			
EQUATION: LN (T) = 1.42 * LN(X) - 0.51	$R^2 = 0.91$	401	1,420	1.821
AGE OR EQU		401	1.420	1.821
AM PEAK HOUR GENERATOR		23%	%22	
NUMBER OF STUDIES	4			
AVERAGE SIZE	33			
MINIMUM RATE	2.58	168	562	730
AVERAGE RATE	3.27	213	713	976
MAXIMUM RATE	4.13	269	006	1,169
STANDARD DEVIATION	1.91			
EQUATION: LN (T) = 0.92 * LN(X) + 1.43	$R^2 = 0.88$	173	580	753
I٣		213	713	926
PM PEAK HOUR ADJACENT STREET		%59	32%	
NUMBER OF STUDIES	4			
AVERAGE SIZE	33			
MINIMUM RATE	3.25	298	322	026
AVERAGE RATE	4.05	746	401	1,147
MAXIMUM RATE	4.93	206	489	1,396
STANDARD DEVIATION	2.10			
EQUATION: LN (T) = 1.18 * LN(X) + 0.74	$R^2 = 0.96$	1,066	574	1,640
LARGEST OF AVERAGE OR EQUATION		1,066	574	1,640
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	4			
AVERAGE SIZE	33			
MINIMUM RATE	2.58	467	263	730
AVERAGE RATE	3.27	593	333	926
MAXIMUM RATE	4.13	748	421	1,169
STANDARD DEVIATION	1.91			
EQUATION: LN (T) = 1.07 * LN(X) + 1.15	$R^2 = 0.95$	850	478	1,328
RGEST OF AVERAGE OR EQUATION		820	478	1.328
_				- chod sda

NA	PROJECT		2000	2000	
NA NA NA NA NA NA NA NA	PARCEL		ALL RESI	DENTIAL	
NA	LAND USE CATEGORY AND	4	LANNED UNIT DE	VELOPMENT - 27	02
NA	INDEPENDENT VARIABLE		ACF	(ES	
NA N	SIZE		283.	- 1	
NA		RATE	FNTERING	TRIPS	W.
NA	SATURDAY DAILY	1	NA	NA	
NA	UMBER OF STUDIES	NA			
NA	VERAGE SIZE	ΝΑ			
NA	IINIMUM RATE	ΝΑ	AN	AN	NA
NA	VERAGE RATE	NA	AN	AN	N
NA N	MAXIMUM RATE	ΝΑ	AN	NA	NA
NA N	TANDARD DEVIATION	NA			
NA	QUATION: NOT PROVIDED	NA	Ą	NA	N
NA N	RGEST OF AVERAGE OR EQUATION		ΑN	ΝΑ	ΑN
NA N	PEAK HOUR GENERATOR		AN	NA	
NA N	JUMBER OF STUDIES	NA			
NA N	VERAGE SIZE	NA			
NA N	MINIMUM RATE	NA	AN	NA	AN
NA N	VERAGE RATE	NA	AN	A	N
NA N	MAXIMUM RATE	NA	ΑΝ	AN	Ν
NA N	STANDARD DEVIATION	NA			
NA	QUATION: NOT PROVIDED	NA	NA	NA	NA
NA N	RGEST OF AVERAGE OR EQUATION		NA	NA	NA
NA N	SUNDAY DAILY		ΑΝ	NA	
NA N	JUMBER OF STUDIES	NA			
NA N	VERAGE SIZE	NA			
NA N	IINIMUM RATE	NA	AN	NA	NA
NA N	VERAGE RATE	NA	AN	NA	NA
NA N	AXIMUM RATE	NA	ΑN	NA	NA
NA N	STANDARD DEVIATION	NA			
NA	:QUATION: NOT PROVIDED	NA	NA	NA	AN
NA N	RGEST OF AVERAGE OR EQUATION		NA	NA	NA
NA NA NA NA NA NA NA NA NA NA NA NA NA N	PEAK HOUR GENERATOR		ΑΝ	NA	
NA N	JUMBER OF STUDIES	NA			
NA N	VERAGE SIZE	NA			
NA N	MINIMUM RATE	NA	AN	NA	NA
NA N	VERAGE RATE	NA	AN	NA	AN
NA NA NA NA NA	MAXIMUM RATE	NA	ΑΝ	AN	Ν
NA	TANDARD DEVIATION	NA			
NA NA	QUATION: NOT PROVIDED	NA	NA	NA	NA
	RGEST OF AVERAGE OR EQUATION		ΑN	ΑN	Ν
Long Rech					

INDEPENDENT UNIT INDEPENDENT	 	DEVELOPM	ENT LINIT 1	
	ORY AND CODE /ARIABLE			
1,000 SQUARE FEET 550.00	IDEPENDENT VARIABLE SIZE	JF SHOPPING CENTER AN	ID GENERAL OF	FICE BUILDING
## TRIPS ## STITING ## STATE ## S		1,000 SQU	ARE FEET	
3,438 3,437 11,809 11,808 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,495 74,995 74,941 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,995 74,9		SNIGHTNH		IATOT
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10,284 10,283 11,809 11,808 11,809 11,808 336 214 3,037 1,941 3,037 1,941 NA NA N	AGE RATE	11,809	11,808	23,617
11,809 11,808 11,808 11,808 11,809 11,808 11,808 21 21 336 214 3,037 1,941 144 13,037 1,941 144 13,037 1,941 144 144 145 144 145 144 145 144 145 144 145 144 145 144 145 144 145 145	DARD DEVIATION	001	000	066,04
11,809 11,808	NOIL	10,284	10,283	20,567
34 21 336 214 3,037 1,941 257 1,941 1,041 1,041 1,041 1,042 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,047 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,048 1,04	T OF AVERAGE OR EQUATION	11,809	11,808	23,617
34 21 336 214 34 214 356 214 356 214 356 214 36 214 NA NA N	NK HOUR ADJACENT STREET			
336 214 3,037 1,941 3,037 164 336 214 NA N	UM RATE	34	21	55
3,037 1,041 257 164 287 214 NA NA NA NA NA NA NA NA NA 49% 51% 49% 51% 1,005 1,047 7,889 8,210 977 1,016 1,005 1,047 NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA	AGE RATE	336	214	550
164 164 164 336 214 NA	NUM RATE	3.037	1.941	4.978
257 164 336 214 NA N	DARD DEVIATION			
1336 214 NA NA NA NA NA NA NA NA NA 149% 51% 149% 51% 1405 1,047 1,005 1,047 1,005 1,047 1,005 1,047 1,005 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,007 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,006 1,047 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007	NOIL	257	164	421
NA N	OF AVERAGE OR EQUATION	336	214	550
NA N	EAK HOUR GENERATOR	ΑN	NA	
NA N	JM RATE	ĄV	NA	NA
NA N	GE RATE	Ϋ́	AN	NA
NA N	UM RATE	AN	ΑN	NA
183 191 1005 1.047 1.005 1.047 1.005 1.047 1.006 1.047 1.006 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007 1.007	ARD DEVIATION			
183 191 191 1,005 1,005 1,005 1,005 1,005 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,006 1,007 1,007 1,006 1,007 1,007 1,006 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007 1,007	NOI	Ϋ́Z	AN	NA
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183 191 1,005 1,047 7,889 8,210 977 1,016 1,005 1,047 NA NA N	K HOUR ADJACENT STREET	49%	51%	
1,005 1,047 7,889 8,210 977 1,016 1,005 1,047 NA NA N	IM RATE	183	191	374
7,889 8,210 977 1,016 1,005 1,047 NA N	GE RATE	1,005	1,047	2,052
1,016 1,005 1,047 NA NA N	IUM RATE	7,889	8,210	16,099
NA N	DARD DEVIATION	EEC.	070	000 1
1,005 NA NA N	NOI	//6	1,016	1,993
NA N	TEAK HOUR GENERATOR	coo': ∀N	NA \	750,7
NA N	UM RATE	Š.	Ϋ́Z	Ϋ́Z
NA N	AGE RATE	NA NA	ĄN	NA
NA N	UM RATE	NA	NA	NA
NA NA NA	ARD DEVIATION			
AN AN	NOT	AN :	NA.	NA S
Trainait sda	ST OF AVERAGE OR EQUATION	NA	NA	NA
				C eps protes -

PROJECT	PACIFIC PROVING GROUNDS NORTH	VING GRO	UNDS NORT	H
PARCEL	DEVE	DEVELOPMENT UNIT 1	UNIT 1	
ITE LAND USE CATEGORY AND CODE	SUM OF SHOPPING CENTER AND GENERAL OFFICE BUILDING	ER AND GE	ENERAL OFF	ICE BUILDING
INDEPENDENT VARIABLE SIZE	1,000	1,000 SQUARE FEET	FEET	
SIZE		00000	TRIPS	
	RATE ENTERING	Н	EXITING	SUM
SATURDAY DAILY				
MINIMUM RATE	4,593		4.592	9.185
AVERAGE RATE	13,742	2	13,742	27,484
MAXIMUM RATE	62,563	3	62,562	125,125
STANDARD DEVIATION				
EQUATION	13,523		13,522	27,045
LARGEST OF AVERAGE OR EQUATION	13,742	_	13,742	27,484
PEAK HOUR GENERATOR				
MINIMUM RATE	418		385	803
AVERAGE RATE	1,399		1,291	2,690
MAXIMUM RATE	5,240		4,836	10,076
STANDARD DEVIATION				
EQUATION	1,349		1,246	2,595
LARGEST OF AVERAGE OR EQUATION	1,399		1,291	2,690
SUNDAY DAILY				
MINIMUM RATE	1,142		1,141	2,283
AVERAGE RATE	6,941		6,941	13,882
MAXIMUM RATE STANDARD DEVIATION	40,742	2	40,741	81,483
EQUATION	6,406		6,405	12,811
LARGEST OF AVERAGE OR EQUATION	6,941		6,941	13,882
PEAK HOUR GENERATOR				
MINIMUM RATE	105		110	215
AVERAGE RATE	841		875	1,716
MAXIMUM RATE	3,342		3,478	6,820
STANDARD DEVIATION				
EQUATION	0		0	0
LARGEST OF AVERAGE OR EQUATION	841		875	1,716
				eps mount

ITE LAND USE CATEGORY AND CODE				
		SHOPPING	SHOPPING CENTER - 820	
		1,000 SQUARE FEET	ARE FEET	
SIZE		550.000	000	
		CINICIPLINI	TRIPS	I V TOT
WEEKDAY DAII Y		50%	50%	7
NUMBER OF STUDIES	302			
AVERAGE SIZE	328			
MINIMUM RATE	12.50	3,438	3,437	6,875
AVERAGE RATE	42.94	11,809	11,808	23,617
MAXIMUM RATE	270.89	74,495	74,495	148,990
NOIL	21.38			
EQUATION: LN (T) = 0.65 * LN(X) + 5.83	$R^2 = 0.78$	10,284	10,283	20,567
LARGEST OF AVERAGE OR EQUATION		11,809	11,808	23,617
PEAK HOUR ADJACENT STREET		%19	39%	
NUMBER OF STUDIES	101			
AVERAGE SIZE	296			
MINIMUM RATE	0.10	34	21	22
AVERAGE RATE	1.00	336	214	220
MAXIMUM RATE	9.05	3,037	1,941	4,978
STANDARD DEVIATION	1.38			
EQUATION: LN (T) = 0.59 * LN(X) + 2.32	$R^2 = 0.52$	257	164	421
LARGEST OF AVERAGE OR EQUATION		336	214	220
AM PEAK HOUR GENERATOR		NA	AN	
NUMBER OF STUDIES	AN			
AVERAGE SIZE	AN			
MINIMUM RATE	ΑN	ΑN	ΑN	ΑN
AVERAGE RATE	AN	AN	NA	Ϋ́
MAXIMUM RATE	NA	NA	NA	¥
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	A	NA	NA	Ϋ́
SEST OF AVERAGE OR EQUATION		ΝA	ΝA	ΑN
PM PEAK HOUR ADJACENT STREET		%67	51%	
NUMBER OF STUDIES	412			
AVERAGE SIZE	379			
MINIMUM RATE	0.68	183	191	374
AVERAGE RATE	3.73	1,005	1.047	2.052
MAXIMUM RATE	29.27	7,889	8,210	16,099
STANDARD DEVIATION	2.74			
EQUATION: LN (T) = 0.67 * LN(X) + 3.37	$R^2 = 0.81$	776	1,016	1,993
LARGEST OF AVERAGE OR EQUATION		1.005	1.047	2.052
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	AN			
AVERAGE SIZE	AN			
MINIMUM RATE	NA	NA	AN	ΝΑ
AVERAGE RATE	NA	AN.	AN	ΑΝ
MAXIMUM RATE	AN	AN	AN	¥
STANDARD DEVIATION	ΑN			
EQUATION: NOT PROVIDED	¥	ΑN	ΑN	ž
				41.4
LARGEST OF AVERAGE OR EQUATION		ď Z	ďZ	¥

TOH OAG	/4	PACIFIC PROVING GROTINDS NORTH	GON SONITORS	Ŧ
DAPCEI		DEVEL OBMENT LINIT	ENT LINIT 4	
ITE I AND LISE CATEGORY AND CODE		SHODBING CENTED 820	ENTED 820	
THE LAND USE CALLEGON! AND CODE		O SULL LING C	ENIER - 020	
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		550.000	- 1	
	RATE	FNTERING	FXITING	Wils
SATURDAY DAILY		20%	50%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	4,593	4,592	9,185
AVERAGE RATE	49.97	13,742	13,742	27,484
MAXIMUM RATE	227.50	62,563	62,562	125,125
STANDARD DEVIATION	22.62			
EQUATION: LN (T) = 0.63 * LN(X) + 6.23	$R^2 = 0.82$	13,523	13,522	27,045
LARGEST OF AVERAGE OR EQUATION		13,742	13,742	27,484
PEAK HOUR GENERATOR		25%	48%	
NUMBER OF STUDIES	127			
AVERAGE SIZE	450			
MINIMUM RATE	1.46	418	385	803
AVERAGE RATE	4.89	1,399	1,291	2,690
MAXIMUM RATE	18.32	5,240	4,836	10,076
STANDARD DEVIATION	3.10			
EQUATION: LN (T) = 0.65 * LN(X) + 3.76	$R^2 = 0.83$	1,349	1,246	2,595
LARGEST OF AVERAGE OR EQUATION		1,399	1,291	2,690
SUNDAY DAILY		%09	20%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	1,142	1,141	2,283
AVERAGE RATE	25.24	6,941	6,941	13,882
MAXIMUM RATE	148.15	40,742	40,741	81,483
STANDARD DEVIATION	17.23			
EQUATION: T = 15.63 * (X) + 4214.46	$R^2 = 0.52$	6,406	6,405	12,811
LARGEST OF AVERAGE OR EQUATION		6,941	6,941	13,882
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	105	110	215
AVERAGE RATE	3.12	841	875	1,716
MAXIMUM RATE	12.40	3,342	3,478	6,820
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	AA	NA
LARGEST OF AVERAGE OR EQUATION		841	875	1,716
				wood sda

CENTERAL OFFICE BUILDING 1,000 SQUARE FEET 0,000 SQUARE FE					
1,000 SQUARE FEET 1,00	AND USE CATEGORY AND CODE	e	FNFRAI OFFICE	- BIIII DING - 710	
0.00 78	INDEPENDENT VARIABLE)	1,000 SQU	ARE FEET	
78 78 78 78 78 78 78 78 78 799 3.58 0 28.80 0 6.13 0 6.13 0 6.13 0 6.13 0 6.13 0 6.13 0 0 0 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0.60 0 0 0.60 0 0 0.60 0 0 0.60 0 0 0	SIZE		0.0	00	
PARTERING 199 199 199 199 199 199 199 1			•	TRIPS	
$ \begin{array}{ccccccccccccccccccccccccccccccccc$			ENTERING	EXITING	TOTAL
78 3.58 6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6.13 8.6	WEEKDAY DAILY		20%	20%	
199 3.58 0 11.01 0 28.80 0 28.80 0 0.613 0 0.630 0 0.600 0 0.600 0 0.600 0 0.600 0 0.600 0 0 0.600 0 0 0.600 0 0 0.400 0 0.490 0 0.490 0 0.490 0 0 0.490 0 0 0.490 0 0 0.490 0 0 0.490 0 0 0.490 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ABER OF STUDIES	78			
3.56 0 0 11.01 0 0 2.83 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RAGE SIZE	199			
$11.01 & 0 & \\ 28.80 & 0 & \\ 88.80 & 0 & \\ 6.13 & 0.0 & 0 \\ 1.37 & 0.60 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.55 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0.0 & 0 & \\ 1.37 & 0$	IMUM RATE	3.58	0	0	0
28.80 0 0 6.13	RAGE RATE	11.01	0	0	0
6.13 R ² = 0.80 0 0 0 0.60 0.60 0.60 0.60 0.60 0.80 0 0.80 0 0 0 0 0 0 0 0 0 0 0 0	XIMUM RATE	28.80	0	0	0
$R^{2} = 0.80 \qquad 0$ $217 \qquad 88\%$ $213 \qquad 0$ $0.60 \qquad 0$ $0.60 \qquad 0$ $1.55 \qquad 0$ $1.59 \qquad 0$ $1.59 \qquad 0$ $1.59 \qquad 0$ $1.59 \qquad 0$ $1.39 \qquad 0$ $0 \qquad 0$ $0.49 \qquad 0$ 0.49	NDARD DEVIATION	6.13			
217 223 223 0.60 0 1.56 0.89 0.60 1.39 0 1.37 0 0 0 0 0 0 0 0.49 0 0 0 0.49 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	R ² = 0.80	0	0	0
217 223 0.65 0.65 0.65 0.65 0.83 0.0 0.156 0.0 1.39 0.0 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.49 0.0 0.0 0.49 0.0 0.0 0.49 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	FEST OF AVERAGE OR FOLIATION			0	- c
217 223 0.60 0.60 0.60 0.60 0.85 0 0.85 0 0 0.89 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0.49 0 0 0.49 0 0 0.49 0 0 0.49 0 0 0.49 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PEAK HOUR ADJACENT STREET		88%	12%	,
223 0.60 0.1.55 0.89 0.1.39 0.1.39 0.0 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.49 0.	ABER OF STUDIES	217			
0.60 & 0.00 $1.55 & 0.00$ $5.98 & 0.00$ $1.39 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.49 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$ $0.40 & 0.00$	RAGE SIZE	223			
1.55 0 0 1.39 0 1.39 0 0 1.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	IMUM RATE	0.60	0	0	0
5.96 1.39 1.39 1.39 1.39 1.39 1.39 1.39 1.30 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40	RAGE RATE	1.55	C	0	C
1.39 R ² = 0.83 NA NA NA NA NA NA NA NA NA N	KIMUM RATE	5.98	0	0	0
R ² = 0.83 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NDARD DEVIATION	1.39			
NA N	(X/N I * 0	D ² - 0.83	C	O	C
NA N	FEST OF AVERAGE OR FOLIATION	00.0	· c	0	· c
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NA N	MUM RATE	Ϋ́	AN	AN	AN
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NA N	NDARD DEVIATION	NA			
NA N		Ą	AN	AN	Ϋ́
235 216 0.49 0.49 0.6.39 0.6.39 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.37 0.7 1.3	SEST OF AVERAGE OR EQUATION		ΝΑ	ΑN	ΑN
235 216 0.49 0.49 0.49 0 6.39 0 6.39 0 8.39 0 NA	PEAK HOUR ADJACENT STREET		17%	83%	
216 0.49 0.49 6.39 0.37 1.37 0 0 0 0 0 0 0 0 0 0 0 0 0	WBER OF STUDIES	235			
0.49 0 1.49 0 6.39 0 0 6.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	RAGE SIZE	216			
1.49 0 6.39 0 1 1.37	IMUM RATE	0.49	0	0	0
6.39 0 1.37 0	RAGE RATE	1.49	0	0	0
1.37 R ² = 0.82 NA NA NA NA NA NA NA NA NA N	KIMUM RATE	6.39	0	0	0
R ² = 0.82 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NDARD DEVIATION	1.37			
o N N N N N N N N N N N N N N N N N N N	JATION: T = 1.12 * (X) + 78.81	$R^2 = 0.82$	0	0	0
NA N			0	0	0
N N N N N N N N N N N N N N N N N N N	PM PEAK HOUR GENERATOR		NA	AN	
NA N	ABER OF STUDIES	Α			
NA N	RAGE SIZE	NA			
NA N	IMUM RATE	NA	AN	AN	AN
NA NA NA NA	RAGE RATE	NA	AN	NA	AN
N A N	KIMUM RATE	ĄZ	AN	Ą	¥
NA	NDARD DEVIATION	Ϋ́ Z			
	JATION: NOT PROVIDED	¥	NA	AN	Ā
ΨZ	LARGEST OF AVERAGE OR EQUATION		ΑN	ΑN	ΑΝ
					- one

i				
PARCEL		DEVELOPMENT UNIT	IENT UNIT 1	
ITE LAND USE CATEGORY AND CODE		GENERAL OFFICE BUILDING	E BUILDING - 710	
INDEPENDENT VARIABLE		1,000 SQU	ARE FEET	
SIZE		Ö	00:00	
	L		TRIPS	2
N III A N Y COLLET Y C	II KA	פאושפואם	אווואם	SOM
SATURDAY DAILY	!	20%	%09	
NUMBER OF STUDIES	17			
AVERAGE SIZE	78			
MINIMUM RATE	0.59	0	0	0
AVERAGE RATE	2.37	0	0	0
MAXIMUM RATE	14.67	0	0	0
STANDARD DEVIATION	2.08			
EQUATION: T = 2.14 * (X) + 18.47	$R^2 = 0.66$	0	0	0
ARGEST OF AVERAGE OR FOLIATION		С	c	c
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	97			
MINIMUM RATE	0.16	0	0	0
AVERAGE RATE	0.41	0	0	0
MAXIMUM RATE	1.57	0	0	0
STANDARD DEVIATION	0.68			
EQUATION: LN (T) = 0.81 * LN(X) - 0.12	$R^2 = 0.59$	0	0	0
ARGEST OF AVERAGE OR EQUATION		0	0	0
SUNDAY DAILY		%09	20%	
NUMBER OF STUDIES	17			
AVERAGE SIZE	78			
MINIMUM RATE	0.19	0	0	0
AVERAGE RATE	0.98	0	0	0
MAXIMUM RATE	7.33	0	0	0
STANDARD DEVIATION	1.29			
EQUATION: LN (T) = 0.86 * LN(X) + 0.31	$R^2 = 0.50$	0	0	0
ARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		%89	45%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	90:0	0	0	0
AVERAGE RATE	0.14	0	0	0
MAXIMUM RATE	0.37	0	0	0
STANDARD DEVIATION	0.38			
EQUATION: LN (T) = 0.61 * LN(X) - 0.23	$R^2 = 0.56$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0

SUM OF SHOPPING CENTER AND GENERAL OFFICE E 1,000 SQUARE FEET 1,00		TOTI ODG				
		PARCEL		DEVELOPM	ENT UNIT 2	
		ITE LAND USE CATEGORY AND CODE	SUM OF SHOPPIN	NG CENTER AN	ID GENERAL OF	FICE BUILDING
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16,931 16,930 5 1,926 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,	16,931 16,930 16,931 16,930 3,926 3,925 3,926 3,925 3,926 3,925 3,926 441 8 5 6 49 690 441 107 69 107 69 107 69 107 69 107 69 108 NA	AVERAGE RATE		2,684	2,684	5,368
3,926 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925	3,926 3,925 3,926 3,925 8 5 49 76 49 690 441 107 69 107 69 107 69 107 69 107 89 108 NA	MAXIMUM RATE		16,931	16,930	33,861
3,926 3,925 3,925 3,926 3,925 3,926 3,926 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925	3,926 3,925 3,925 3,925 3,926 3,925 3,926 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925 3,925	STANDARD DEVIATION				
8 5 76 49 690 441 107 69 690 441 107 69 107 69 107 69 107 69 108 141 108 141 1	107 69 441 690 441 690 441 690 441 690 441 690 441 690 690 441 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690	EQUATION		3,926	3,925	7,851
8 5 76 449 690 441 107 69 107 69 108 141 108 141 109 141 100 141 1	8 5 5 690 441 107 69 690 441 107 69 690 441 107 69 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 690 6	ARGEST OF AVERAGE OR EQUATION		3,926	3,925	1,851
8	8	AM PEAK HOUR ADJACENT STREET				
76 49 690 441 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 108 108	76 49 690 441 107 69 107 69 107 69 107 69 107 69 107 69 107 69 108 108 108 108 108 108 108 108 108 108	MINIMUM RATE		8	2	13
107 69 107 69 107 69 107 69 107 69 107 69 108 108 108 108 108 108 177 108 108 108 177 108 108 108 177 108 108 108 177 108 108 108 108 108 108 108 108 108 108	107 69 441 107 69 107 69 107 69 107 69 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 108 1	AVERAGE RATE		92	49	125
107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 107 69 10	107 69 107 69 107 69 107 69 108 108 108 108 108 108 108 108 108 108	MAXIMUM RATE		690	441	1,131
107 69 107 69 NA N	107 69 107 69 107 69 108 108 108 108 108 108 108 108 108 108	STANDARD DEVIATION				
107 69 NA NA NA NA NA NA NA NA NA 1,793 1,866 1,793 3,77 362 3,77 NA NA NA NA NA NA NA NA	107 69 NA NA NA NA NA NA NA 1,793 1,866 1,793 1,866 1,793 3,77 362 3,77 NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA NA	EQUATION		107	69	176
NA N	NA N	ARGEST OF AVERAGE OR EQUATION		107	69	176
NA N	NA N	AM PEAK HOUR GENERATOR				
NA N	NA N	MINIMUM RATE		ΑN	ΝΑ	ΑN
NA N	NA N	AVERAGE RATE		AA	NA	ΑN
NA N	NA N	MAXIMUM RATE		¥	AN	ΑΝ
1,793 1,866 1,793 1,866 1,793 1,866 1,793 1,866 1,793 1,866 1,793 1,866 1,793 1,866 1,793 1,866 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966	1,793 1,866 1,793 1,866 1,793 1,866 1,793 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 363 377	STANDARD DEVIATION		2	Š	S
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42 43 228 238 1,793 1,866 362 377 362 377 NA NA N	42 43 228 238 1,793 1,866 362 377 362 377 NA NA N	PM PEAK HOUR ADJACENT STREET				
1,793 238 238 1,866 1,793 1,866 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,966 1,96	228 238 1,793 1,866 362 377 362 377 NA NA N	MINIMUM RATE		42	43	85
362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 362 377 377 377 377 377 377 377 377 377 37	1,793 1,866 362 377 362 377 362 377 NA N	AVERAGE RATE		228	238	466
362 377 362 377 NA NA N	362 377 362 377 NA NA N	MAXIMUM RATE		1,793	1,866	3,659
362 377 362 377 377 377 377 377 377 377 377 377 37	362 377 362 377 377 362 377 377 377 377 377 377 377 377 377 37	STANDARD DEVIATION		0	Î	
362 377 NA N	362 377 NA N	EQUATION		362	377	739
NA N	NA N	ARGEST OF AVERAGE OR EQUATION		362	377	739
NA N	NA N	PM PEAK HOUR GENERATOR				
NA N	NA N	MINIMUM RATE		ΝΑ	NA	AN
NA NA NA NA OR EQUATION NA NA NA	OR EQUATION NA NA NA	AVERAGE RATE		¥	ΑN	AN
OR EQUATION NA NA NA NA	OR EQUATION NA NA NA	MAXIMUM RATE		ΑΝ	ΑN	ΑN
NA N	DF AVERAGE OR EQUATION NA	STANDARD DEVIATION				
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INDEPENDENT VARIABLE AUDIO CATEGORY AND CODE SUM OF SHOPPING CENTER AND GENERAL OFFICE BULLDING INDEPENDENT VARIABLE 1,000 SQUARE FEET INDEPENDENT VARIABLE 1,004 SQUARE FEET 1,004 SQUARE SQUARE FEET 1,004 SQUARE F	PROJECT	PAC	IFIC PROVING	PACIFIC PROVING GROUNDS NORTH	TH
SUM OF SHOPPING CENTER AND GENERAL OFFICE IN 126,000 RATE	PARCEL		DEVELOPM	ENT UNIT 2	
1,000 SQUARE FEET 125.000 TRIPS RATE	ITE LAND USE CATEGORY AND CODE	SUM OF SHOPF	ING CENTER AN	JD GENERAL OFF	ICE BUILDING
125.000 RATE ENTERING EXITING 1,044 1,044 1,044 1,044 3,123 3,123 14,219 14,219 14,219 14,219 14,219 14,219 1,191 1,099 2,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 6,317 5,317 6,317 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,317 7 5,3	INDEPENDENT VARIABLE		1,000 SQU	ARE FEET	
RATE ENTERING EXTING 1,044 1,044 3,123 3,123 14,219 14,219 14,219 14,219 14,219 14,219 14,219 14,219 14,219 14,219 1,191 1,099 1,191 1,099 1,515 476 515 476 515 476 515 476 516 1,577 9,260 2,59 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 0 0 0	SIZE		125.		
1,044 1,044 1,044 1,044 3,123 3,123 14,219 14,219 5,317 5,317 5,317 5,317 5,317 5,317 1,191 1,099 1,191 1,099 260 259 260 259 260 259 260 259 3,084 3,084 3,084 3,084 4,084		RATE	ENTERING	EXITING	SUM
1,044 1,044 3,123 3,123 14,219 14,219 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 6,317 5,317 6,317 1,191 1,099 1,191 1,099 260 259 260 259 260 259 3,084 3,084 3,084 3,084 3,084 3,084 1,91 199 760 790	SATURDAY DAILY				
3,123 3,123 14,219 14,219 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 476 515 476 515 476 516 476 517 476 518 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 790 0 0 191 199	MINIMUM RATE		1,044	1,044	2,088
14,219 14,219 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317	AVERAGE RATE		3,123	3,123	6,246
5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,317 5,318 5,38 3,18 5,38 5,15 5,15 5,15 5,15 5,15 5,15 5,15 5,1	MAXIMUM RATE		14,219	14,219	28,438
95 88 318 293 1,191 1,099 1,191 1,099 515 476 515 476 515 476 515 476 1,578 1,577 9,260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 0	STANDARD DEVIATION		5317	5 317	10.634
95 88 318 293 1,191 1,099 515 476 515 476 515 476 1,578 1,577 9,260 259 1,577 9,260 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 0	ARGEST OF AVERAGE OR EQUATION		5,317	5,317	10,634
95 88 318 293 1,191 1,099 515 476 515 476 515 476 260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 191 199 760 790 0 0	PEAK HOUR GENERATOR				
318 293 1,191 1,099 515 476 515 476 260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 0	MINIMUM RATE		92	88	183
1,191 1,099 1,099 1,099 1,515 476 1,576 1,577 9,260 9,259 9,260 9,259 1,577 1,094 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,99 1,91 1,91 1,99 1,91 1,91 1,99 1,91 1,91 1,99 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,91 1,	AVERAGE RATE		318	293	611
515 476 515 476 260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 191 199 760 0	MAXIMUM RATE		1,191	1,099	2,290
515 476 515 476 260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 0,084 0 0 0	STANDARD DEVIATION		L	(1)	700
260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 3,084 191 199	EQUATION		515	4/6	188
260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 1,91 199 760 790 0 0	ARGEST OF AVERAGE OR EQUATION		515	476	991
260 259 1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 3,084 1,01 199 760 790 0 0 0	SUNDAY DAILY				
1,578 1,577 9,260 9,259 3,084 3,084 3,084 3,084 3,084 1,084 1,084 1,084 191 199 760 790 0 0 0	MINIMUM RATE		260	259	519
9,260 9,259 3,084 3,084 3,084 3,084 2,084 2,084 3,084 3,084 3,084 3,084 191 199 760 790 0 0 0	AVERAGE RATE		1,578	1,577	3,155
3,084 3,084 3,084 3,084 3,084 3,084 24 25 191 199 760 790 0 0	MAXIMUM RATE		9,260	9,259	18,519
24 25 29 760 790 0 0 0 191 199	STANDARD DEVIATION		0000	600	0.400
24 25 191 199 760 790 0 0	ARGEST OF AVERAGE OR EQUATION	İ	3,084	3,084	6,168
24 25 191 199 760 790 0 0	PEAK HOUR GENERATOR				
191 199 760 790 0 0 191 199	MINIMUM RATE		24	25	49
760 790 0 0 0 191 199	AVERAGE RATE		191	199	390
191 199	MAXIMUM RATE		260	290	1,550
191 199	STANDARD DEVIATION				
191 199	EQUATION		0	0	0
whole side 🚭	ARGEST OF AVERAGE OR EQUATION		191	199	330
					whool sda

NATION PLOSE CATEGORY AND CODE SHOPPING CENTER 120	302 328 328 12.50 42.94 270.89 21.38 R ² = 0.78 NA NA NA NA NA NA NA NA NA NA	DDING CENTED - 820	
1,000 SQUARE FEET 125,000 302 302 328 328 328 328 328 328 328 328 328 32	302 328 328 328 1250 42.94 270.89 21.38 R ² = 0.78 NA NA NA NA NA NA NA NA NA NA		
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PROJECT	Α	PACIFIC PROVING GROUNDS NORTH	GROUNDS NOR	H
PARCEL		DEVELOPMENT UNIT 2	ENT UNIT 2	
ITE LAND USE CATEGORY AND CODE		SHOPPING CENTER - 820	ENTER - 820	
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		125.000		
			TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	1,044	1,044	2,088
AVERAGE RATE	49.97	3,123	3,123	6,246
MAXIMUM RATE	227.50	14,219	14,219	28,438
STANDARD DEVIATION	22.62			
EQUATION: LN (T) = 0.63 * LN(X) + 6.23	$R^2 = 0.82$	5,317	5,317	10,634
LARGEST OF AVERAGE OR EQUATION		5,317	5,317	10,634
PEAK HOUR GENERATOR		25%	48%	
NUMBER OF STUDIES	127			
AVERAGE SIZE	450			
MINIMUM RATE	1.46	98	88	183
AVERAGE RATE	4.89	318	293	611
MAXIMUM RATE	18.32	1,191	1,099	2,290
STANDARD DEVIATION	3.10			
EQUATION: LN (T) = 0.65 * LN(X) + 3.76	$R^2 = 0.83$	515	476	991
LARGEST OF AVERAGE OR EQUATION		515	476	991
SUNDAY DAILY		20%	20%	
NUMBER OF STUDIES	77			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	260	259	519
AVERAGE RATE	25.24	1,578	1,577	3,155
MAXIMUM RATE	148.15	9,260	9,259	18,519
STANDARD DEVIATION	17.23			
EQUATION: T = 15.63 * (X) + 4214.46	$R^2 = 0.52$	3,084	3,084	6,168
LARGEST OF AVERAGE OR EQUATION		3,084	3,084	6,168
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	24	25	49
AVERAGE RATE	3.12	191	199	390
MAXIMUM RATE	12.40	260	790	1,550
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	NA	AN
LARGEST OF AVERAGE OR EQUATION		191	199	390
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78 199 3.58 11.01 28.80 6.13 8.13 8.13 8.13 8.13 8.13 8.13 8.13 8	GENERAL OFFICE BUILDING - 710	
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78 199 190 3.58 11.01 28.80 6.13 8.139 R ² = 0.80 NA	EXITING	TOTAL
78 199 3.58 11.01 28.80 6.13 6.13 R ² = 0.80 1.55 6.98 1.39 R ² = 0.83 NA	20%	
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217 223 0.60 1.55 6.98 1.39 R ² = 0.83 NA	0	0
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PROJECT	β	PACIFIC PROVING GROUNDS NORTH	GROUNDS NOR	E
PARCEL		DEVELOPMENT UNIT 2	ENT UNIT 2	
ITE LAND USE CATEGORY AND CODE		GENERAL OFFICE BUILDING	BUILDING - 710	0
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		0.00		
			TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		%09	%09	
NUMBER OF STUDIES	41			
AVERAGE SIZE	78			
MINIMUM RATE	0.59	0	0	0
AVERAGE RATE	2.37	0	0	0
MAXIMUM RATE	14.67	0	0	0
STANDARD DEVIATION	2.08			
EQUATION: T = 2.14 * (X) + 18.47	$R^2 = 0.66$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		24%	46%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	0.16	0	0	0
AVERAGE RATE	0.41	0	0	0
MAXIMUM RATE	1.57	0	0	0
STANDARD DEVIATION	0.68			
EQUATION: LN (T) = 0.81 * LN(X) - 0.12	$R^2 = 0.59$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
SUNDAY DAILY		%09	20%	
NUMBER OF STUDIES	17			
AVERAGE SIZE	82			
MINIMUM RATE	0.19	0	0	0
AVERAGE RATE	86.0	0	0	0
MAXIMUM RATE	7.33	0	0	0
STANDARD DEVIATION	1.29			
EQUATION: LN (T) = 0.86 * LN(X) + 0.31	$R^2 = 0.50$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		%89	42%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	90.0	0	0	0
AVERAGE RATE	0.14	0	0	0
MAXIMUM RATE	0.37	0	0	0
STANDARD DEVIATION	0.38			
EQUATION: LN (T) = 0.61 * LN(X) - 0.23	$R^2 = 0.56$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
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TRIPS ENTERING EXITING 2,188 2,187 7,515 7,514 47,406 47,406 7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 1,932 1,236 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 198 NA	SIZE		350.	000	
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7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 7,666 7,665 1,932 1,236 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 126 197 127 121 121 117 121 121 121 122 751 123 124 136 140 NA	AVERAGE RATE		7,515	7,514	15,029
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7,666 7,665 1,666 7,665 21 14 14 214 136 1,932 1,236 1,932 1,236 1,97 126 197 126 108 NA	STANDARD DEVIATION				
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21 14 14 214 136 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1,236 1	AM PEAK HOUR ADJACENT STREET				
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1,932 1,236 197 126 214 136 NA N	AVERAGE RATE		214	136	350
197 126 214 136 214 136 214 NA	MAXIMUM RATE		1,932	1,236	3,168
197 126 186 186 186 187 187 187 187 187 187 187 187 187 187	STANDARD DEVIATION		101	700	000
NA N	EQUATION		197	126	323
NA N	ARGEST OF AVERAGE OR EQUATION	•	214	136	350
NA N	AM PEAK HOUR GENERATOR				
NA N	MINIMUM RATE		Ϋ́	ΝΑ	ΑN
NA N	AVERAGE RATE		ΝΑ	NA	AN
NA N	MAXIMUM RATE		Ą	NA	ΑΝ
NA N	STANDARD DEVIATION				
117 121 640 666 65,020 5,225 722 751 722 751 722 751 723 NA	EQUATION		ΝΑ	NA	NA
117 121 640 666 5,020 5,225 751 722 751 722 751 NA NA N	ARGEST OF AVERAGE OR EQUATION		NA	NA	NA
117 121 640 666 5,020 5,225 722 751 722 751 NA NA N	PM PEAK HOUR ADJACENT STREET				
640 666 5,020 5,225 722 751 722 751 722 751 NA N	MINIMUM RATE		117	121	238
5,020 5,225 722 751 722 751 723 751 724 751 725 751 725 751 726 751 727 751 727 751 728 751 729 751 720 751 720 751 720 751 720 751 720 751 720 751 720 751	AVERAGE RATE		640	999	1,306
722 751 722 751 NA N	MAXIMUM RATE		5,020	5,225	10,245
NA N	STANDARD DEVIATION		722	751	1 473
NA N	ARGEST OF AVERAGE OR EQUATION		722	751	1.473
NA N	PM PEAK HOUR GENERATOR				
NA N	MINIMIM RATE		NA	ΔN	ΔN
NA NA NA NA NA COR EQUATION NA NA NA	AVERAGE RATE		Ž	Y X	Z Z
OR EQUATION NA NA NA NA	MAXIMUM RATE		¥	NA	NA AN
NA NA NA NA	STANDARD DEVIATION				
NA NA	EQUATION		NA	NA	NA
>	LARGEST OF AVERAGE OR EQUATIO	Z	ΝΑ	NA	NA
*					The cost store

INDEPENDENT VARIABLE
1,000 SQUARE FEET 36,000 TRIPS RATE ENTERING EXITING 2,923 2,922 8,745 8,745 8,745 8,745 8,745 8,745 8,746 929 1,0172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 266 245 890 822 890 822 890 822 8,334 3,078 1,006 929 1,006 929 1,006 929 1,006 10,29 1,4417 4,417 25,927 25,926 4,843 4,842 4,843 4,842 4,843 4,842 1,217 25,213 0 0 0 0 0
RATE ENTERING EXITING 2,923 2,922 8,745 8,145 8,745 8,145 8,745 8,145 8,745 8,145 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,171 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,173 10,
RATE ENTERING EXITING 2,923 2,922 8,745 8,745 8,745 8,745 8,745 8,745 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,172 10,171 10,06 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,007 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929 1,008 929
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39,813 39,812 10,172 10,171 10,172 10,171 266 245 890 822 8,334 3,078 1,006 929 1,006 929 1,006 929 1,417 4,417 25,927 25,926 25,927 25,926 4,843 4,842 4,843 4,842 67 70 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 67 70 67 70 67 70 67 70 67 70 67 70 67 70 67 70 67 70 67 70 67 70 67 70 6
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ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE WEEKDAY DAILY				
LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE WEEKDAY DAILY		DEVELOPMI	DEVELOPMENT UNIT 3	
INDEPENDENT VARIABLE SIZE WEEKDAY DAILY		SHOPPING CENTER - 820	ENTER - 820	
SIZE WEEKDAY DAILY		1,000 SQUARE FEET	ARE FEET	
WEEKDAY DAILY		350.000	- 1	
WEEKDAY DAILY		FNTERING	FXITING	TOTAL
		20%	20%	
NUMBER OF STUDIES	302			
AVERAGE SIZE	328			
MINIMUM RATE	12.50	2,188	2,187	4,375
AVERAGE RATE	42.94	7,515	7,514	15,029
MAXIMUM RATE	270.89	47,406	47,406	94,812
TION	21.38			
EQUATION: LN (T) = 0.65 * LN(X) + 5.83	$R^2 = 0.78$	7,666	7,665	15,331
LARGEST OF AVERAGE OR EQUATION		7,666	7,665	15,331
PEAK HOUR ADJACENT STREET		61%	39%	
NUMBER OF STUDIES	101			
AVERAGE SIZE	296			
MINIMUM RATE	0.10	21	14	35
AVERAGE RATE	1.00	214	136	350
MAXIMUM RATE	9.05	1,932	1,236	3,168
STANDARD DEVIATION	1.38			
EQUATION: LN (T) = 0.59 * LN(X) + 2.32	$R^2 = 0.52$	197	126	323
LARGEST OF AVERAGE OR EQUATION		214	136	350
AM PEAK HOUR GENERATOR		NA	AN	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	Ϋ́Α	ΝΑ
AVERAGE RATE	NA	NA	NA	AA
MAXIMUM RATE	NA	NA	NA	N A
STANDARD DEVIATION	NA			
EQUATION: NOT PROVIDED	NA	NA	NA	A
ARGEST OF AVERAGE OR EQUATION		NA	NA	NA
PEAK HOUR ADJACENT STREET		49%	21%	
NUMBER OF STUDIES	412			
AVERAGE SIZE	379			
MINIMUM RATE	0.68	117	121	238
AVERAGE RATE	3.73	640	999	1,306
MAXIMUM RATE	29.27	5,020	5,225	10,245
STANDARD DEVIATION	2.74			
EQUATION: LN (T) = 0.67 * LN(X) + 3.37	$R^2 = 0.81$	722	751	1,473
LARGEST OF AVERAGE OR EQUATION		722	751	1,473
PM PEAK HOUR GENERATOR		NA	ΑN	
NUMBER OF STUDIES	AA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	ΝΑ	NA
AVERAGE RATE	NA	NA	AN	AN
MAXIMUM RATE	NA	AN	ΑN	ΑN
STANDARD DEVIATION	AN			
EQUATION: NOT PROVIDED	ΑN	NA	ΑN	ΑN
LARGEST OF AVERAGE OR EQUATION		ΝΑ	ΑN	Ν

TELAMD USE CATEGORY AND CODE			MENT UNIT 3 CENTER - 820 UARE FEET 50.000 TRIPS EXITING 50% 50% 2.922	
SHOPPING CENTER - 820 I,000 SQUARE FEET 35,000 TRIPS RATE ENTERING EXITING 450 50% 50% 450 2,923 2,922 49.97 8,745 8,745 49.97 8,745 8,745 49.97 8,745 8,745 49.97 8,745 8,745 49.97 8,745 8,745 22.62 10,172 10,171 49.97 8,745 8,745 49.97 8,745 8,745 49.97 8,745 8,745 45.0 22,62 4,8% 1,46 266 245 4,89 890 822 4,89 890 822 4,89 890 822 4,89 890 822 4,89 890 822 4,89 4,417 77 4,39 7,77 7,66			CENTER - 820 NUARE FEET 50.000 TRIPS EXTING 50% 2.922	
1,000 SQUARE FEET 350,000			60.000 TRIPS EXTING 50.000 TRIPS EXTING 50.% 2.922	
Section		ENTERING 50% 2,923 8,745 39,813 10,172 10,172 52%	50.000 TRIPS EXITING 50% 2.922	
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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$			39,812	79,625
$R^2 = 0.82$ $10,172$ $10,171$ $10,172$ $10,171$ $10,172$ $10,171$ 450 48% 48% 1.46 266 245 1.48 890 822 1.48 890 822 $1.8.32$ 3.334 3.078 3.10 1.006 929 77 50% 50% 4.39 7.06 929 4.15 7.27 7.26 4.39 7.27 7.26 4.39 7.27 7.26 4.39 7.27 7.26 4.15 7.27 7.26 4.39 4.417 4.417 4.39 7.27 7.26 $1.7.23$ 4.843 4.842 4.845 4.842 4.842 4.96 51% 51% 3.9 67 70 3.9 67 70 3.9 67 70 3.9 67 70 3.9 67 70 3.9 67 70 3.9 67 70 <				
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$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	PEAK HOUR GENERATOR	25%	10,171	20,343
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R² = 0.83 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 1,006 929 50% 50% 4,39 726 25,324 4,417 4,417 148,15 25,927 25,926 17,23 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,842 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 <td></td> <td></td> <td></td> <td></td>				
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39 51% 51% 39 67 70 70 3.12 535 557 12.40 2.127 2.213 2.78 NA NA NA NA S35 557	ARGEST OF AVERAGE OR EQUATION	4,843	4,842	9,685
39 369 67 70 3.12 12.40 2.78 NA NA NA NA NA NA NA S35 557 12.40 2.78 NA NA NA NA S35 557 557 557 557 557 557 557 5	PEAK HOUR GENERATOR	46%	21%	
369 67 70 3.39 67 70 12.40 2,127 2,213 2.78 NA NA NA S35 557				
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3.12 535 557 12.40 2,127 2,213 2.78 NA NA NA S35 557			20	137
12.40 2,127 2,213 2.78 NA NA NA NA S35 557			222	1,092
2.78 NA NA NA S35 557			2,213	4,340
NA NA NA S				
535 557		Ą	NA	AN
4	ARGEST OF AVERAGE OR EQUATION	535	222	1,092
				C eps prosp.

TELAND USE CARGORY AND CODE	Comparison of the comparison	E FEET TRIPS EXITING 50% 0	
$ \begin{array}{c} 78 \\ 199 \\ 3.58 \\ 1101 \\ 28.80 \\ 6.13 \\ 6.13 \\ 6.13 \\ 1.55 \\ 0.60 \\ 1.55 \\ 0.80 \\ 1.39 \\ 1.39 \\ 1.39 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.639 \\ 1.37 \\ 1.37 \\ 1.37 \\ 1.39 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.49 \\ 1.49 \\ 0.682 \\ 0.83 \\ 0.82 \\ 0.82 \\ 0.83 \\ 0.82 \\ 0.83 \\ 0.82 \\ 0.83 \\ 0.82 \\ 0.82 \\ 0.83 \\ 0.82 \\ 0.83 \\ 0.83 \\ 0.82 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0.83 \\ 0$	1,000 SQUARE 1,000	TRIPS EXITING 50%	
78 199 3.58 11.01 28.80 6.13 6.13 6.13 8.23 0.60 1.55 1.55 5.98 NA	600 600 600 600 600 600 600 600	TRIPS EXITING 50% 0	
78 199 3.58 11.01 28.80 6.13 R ² = 0.80 1.56 1.55 5.98 1.39 R ² = 0.83 NA NA NA NA NA NA NA NA NA NA NA NA NA		TRIPS EXITING 50% 0	
78 78 3.58 11.01 28.80 6.13 R ² = 0.80 6.13 R ² = 0.83 NA	50% 50% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EXITING 50% 0	
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N N N N N N N N N N N N N N N N N N N	888% 0 0	0	0
ůz čz	88%	0	0
R ₂	0 0 0	12%	
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χ. Σ.			
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R ₂	NA	NA	NA
R2			
R2	NA	NA	A
T STREET C STREET C STREET C STREET C STREET C STREET	NA	NA	NA
78.81 R ² EQUATION	17%	83%	
78.81 R ²			
78.81 R ²			
78.81 R ²	0	0	0
78.81 R ²	0	0	0
78.81 R ²	0	0	0
78.81 R ²			
EQUATI	0	0	0
	0	0	0
PM PEAK HOUR GENERATOR	AN	ΑN	
NUMBER OF STUDIES NA			
AVERAGE SIZE NA			
	Ą	ΑN	ΑN
AVERAGE RATE NA	Ą	NA	ΑN
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IATION			
DED	Ϋ́	AN	ž
QUATION	AN	ΝΑ	ΑN
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PRO IFCT	/d	PACIEIC PROVING GROTINDS NOBTH	GROUNDS NOR	H
PARCEI		DEVEL OPMENT LINIT	ENT LINIT 3	
ITE LAND USE CATEGORY AND CODE		GENERAL OFFICE BUILDING	E BUILDING - 710	0
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		0.0	0.00	
	l H		TRIPS	
	KAIE	ENIERING	EXIIING	SOM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	17			
AVERAGE SIZE	82			
MINIMUM RATE	0.59	0	0	0
AVERAGE RATE	2.37	0	0	0
MAXIMUM RATE	14.67	0	0	0
STANDARD DEVIATION	2.08			
EQUATION: T = 2.14 * (X) + 18.47	$R^2 = 0.66$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		24%	46%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	0.16	0	0	0
AVERAGE RATE	0.41	0	0	0
MAXIMUM RATE	1.57	0	0	0
STANDARD DEVIATION	89.0			
EQUATION: LN (T) = 0.81 * LN(X) - 0.12	$R^2 = 0.59$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
SUNDAY DAILY		%09	20%	
NUMBER OF STUDIES	41			
AVERAGE SIZE	78			
MINIMUM RATE	0.19	0	0	0
AVERAGE RATE	0.98	0	0	0
MAXIMUM RATE	7.33	0	0	0
STANDARD DEVIATION	1.29			
EQUATION: LN (T) = 0.86 * LN(X) + 0.31	$R^2 = 0.50$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		%89	42%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	90.0	0	0	0
AVERAGE RATE	0.14	0	0	0
MAXIMUM RATE	0.37	0	0	0
STANDARD DEVIATION	0.38			
EQUATION: LN (T) = 0.61 * LN(X) - 0.23	$R^2 = 0.56$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
				dept Brook

ITE LAND USE CATEGORY AND CODE SI		THAT THE PARTY IN THE	7 HINE HIS	
Ť	SIIM OF SHOPPING CENTER AND GENERAL DEFICE BIIII DING	CENTED AND	NI ONII 4	SING III BING
וויסבו בויסבויו יקווקטבר		1,000 SQUARE FEET	RE FEET	ICE BOILDING
SIZE	ŀ	125.000		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY				
MINIMUM RATE		782	781	1,563
AVERAGE RATE		2,684	2,684	5,368
MAXIMUM RATE		16,931	16,930	33,861
STANDARD DEVIATION			1	
LARGEST OF AVERAGE OR EQUATION		3,926 3,926	3,925 3,925	7,851
AM PEAK HOUR ADJACENT STREET				
MINIMUM RATE		80	22	13
AVERAGE RATE		92	49	125
MAXIMUM RATE		069	441	1,131
STANDARD DEVIATION				
EQUATION		107	69	176
LARGEST OF AVERAGE OR EQUATION		107	69	176
AM PEAK HOUR GENERATOR				
MINIMUM RATE		Υ Y	ΑN	NA
AVERAGE RATE		₹ Z	₹ Z	ΥZ Z
MAXIMUM KAIE		NA	ΑN	NA
STANDARD DEVIATION		δN	ĄZ	AN
LARGEST OF AVERAGE OR EQUATION		AN	NA	NA
PM PEAK HOUR ADJACENT STREET				
MINIMUM RATE		42	43	85
AVERAGE RATE		228	238	466
MAXIMUM RATE		1,793	1,866	3,659
STANDARD DEVIATION		000	720	002
EQUATION		302	3//	138
LARGESI OF AVERAGE OR EQUATION		362	377	(39
TW PEAN HOOK GENERALOR				
MINIMUM RATE		AN:	NA:	Y S
AVERAGE RATE		¥.	ΑN	NA
MAXIMUM RATE		NA	NA	NA
STANDARD DEVIATION				
EQUATION		NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		NA	NA	NA
				•

PROJECT	PACIF	FIC PROVING	PACIFIC PROVING GROUNDS NORTH	(TH
PARCEL		DEVELOPMENT UNIT 4	ENT UNIT 4	
ITE LAND USE CATEGORY AND CODE	SUM OF SHOPPIL	NG CENTER AN	SUM OF SHOPPING CENTER AND GENERAL OFFICE BUILDING	FICE BUILDING
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
3121		71	TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY				
MINIMUM RATE		1,044	1,044	2,088
AVERAGE RATE		3,123	3,123	6,246
MAXIMUM RATE		14,219	14,219	28,438
STANDARD DEVIATION		1	1	7 00 07
EQUATION		5,317	5,317	10,634
LARGEST OF AVERAGE OR EQUATION		5,317	5,317	10,634
PEAK HOUR GENERATOR				
MINIMUM RATE		92	88	183
AVERAGE RATE		318	293	611
MAXIMUM RATE		1,191	1,099	2,290
STANDARD DEVIATION				
EQUATION		515	476	991
LARGEST OF AVERAGE OR EQUATION		515	476	991
SUNDAY DAILY				
MINIMUM RATE		260	259	519
AVERAGE RATE		1,578	1,577	3,155
MAXIMUM RATE		9,260	9,259	18,519
STAND DEVISION		3 084	3 084	6 168
LARGEST OF AVERAGE OR EQUATION	H	3,084	3,084	6,168
PEAK HOUR GENERATOR				
MINIMUM RATE		24	25	49
AVERAGE RATE		191	199	390
MAXIMUM RATE		260	790	1,550
STANDARD DEVIATION				
EQUATION		0	0	0
LARGEST OF AVERAGE OR EQUATION		191	199	390
				Ceps Broth

ND CODE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	SHOPPING CENTER - 820	ENT UNIT 4 ENTER - 820 NOO TRIPS EXITING 50% 50% 3,925 3,925 3,925 3,925 3,925 441 69 69	TOTAL 1,563 5,368 33,861 7,851
7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		EXITER - 820 OD TRIPS EXITING 50% 50% 781 2,684 16,930 3,925 3,925 3,925 3,925 3,925 49 441 441	TOTAL 1,563 5,368 33,861 7,851
4 2 2 2 8		100 TRIPS EXITING 50% 50% 50% 781 2.684 16.930 3.925 3.925 3.925 3.925 49 41 41 69 69	1,563 5,368 33,861 7,851 7,851
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ENTERING 50% 782 2,684 16,931 3,926 3,926 61% 61% 690 107		TOTAL 1,563 5,368 33,861 7,851 7,851
2 2 2 2 2		EXITING 50% 781 2.684 16.930 3.925 3.925 3.925 3.925 49 441	TOTAL 1,563 5,368 33,861 7,851 7,851
2 2 2 2 8 2 2 2 4 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1		50% 781 2,684 16,930 3,925 3,925 3,925 3,926 441 441 69 69	1,563 5,368 33,861 7,851 7,851
2 2 2 8		781 2.684 16.930 3.925 3.925 3.925 3.925 49 441 69	1,563 5,368 33,861 7,851 7,851
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		781 2,684 16,930 3,925 3,925 3,925 3,926 49 41 69 69	1,563 5,368 33,861 7,851 7,851
2 2 2 4 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		781 2,684 16,930 3,925 3,925 3,925 3,926 49 441	1,563 5,368 33,861 7,851 7,851
4 2 2 2 2		2.684 16,930 3,925 3,925 3,925 3,925 3,926 49 41 441	5,368 33,861 7,851 7,851
R ₂ R ₂ R ₂ R ₂ R ₃		16,930 3,925 3,925 3,925 3,925 3,925 441 69 69	33,861 7,851 7,851
N N N N N N N N N N N N N N N N N N N		3,925 3,925 3,925 39% 5 441 69 69	7,851 7,851
Δ ₂		3,925 3,925 3,925 39% 5 49 441 69 69	7,851 7,851
2 4 6 4 6 A 6 A 6 A 6 A 6 A 6 A 6 A 6 A 6		3.925 3.9% 5 49 441 69 69	7,851
R ² - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1		39% 5 49 441 69 69	
N 2 3 6 7 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7		5 49 441 69 69	
R ₂ 1 6 1 0		5 49 441 69 69	
N2		5 49 441 69 69	
N		49 441 69 69	13
M ² 100		69	125
		69	1,131
R ₂		69	
	107 NA	69	176
	VΑ	V 1 4	176
		ΥZ	
I			
MATION			
	NA	NA	NA
	Ā	ΑN	Y Y
	NA	NA	NA
EQUATION: NOT PROVIDED NA	NA	NA	NA
ARGEST OF AVERAGE OR EQUATION	NA	NA	NA
PEAK HOUR ADJACENT STREET	46%	21%	
NUMBER OF STUDIES 412			
AVERAGE SIZE 379			
MINIMUM RATE 0.68	42	43	82
	228	238	466
MAXIMUM RATE 29.27	1,793	1,866	3,659
IATION			
EQUATION: LN (T) = $0.67 * LN(X) + 3.37$ R ² = 0.81	362	377	739
LARGEST OF AVERAGE OR EQUATION		377	739
PM PEAK HOUR GENERATOR	NA	AN	
NUMBER OF STUDIES NA			
AVERAGE SIZE NA			
MINIMUM RATE	ΑN	Ϋ́Z	Ϋ́
	¥	ĕ.Z	ΑN
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ATION			
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NOITALION	ΨN	ΨN	ΔN
			•

PROJECT	/d	PACIFIC PROVING	GROUNDS NORTH	H
PARCEL		DEVELOPMENT UNIT 4	ENT UNIT 4	
ITE LAND USE CATEGORY AND CODE		SHOPPING CENTER - 820	ENTER - 820	
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		125.000	- 1	
			TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	123			
AVERAGE SIZE	450			
MINIMUM RATE	16.70	1,044	1,044	2,088
AVERAGE RATE	49.97	3,123	3,123	6,246
MAXIMUM RATE	227.50	14,219	14,219	28,438
STANDARD DEVIATION	22.62			
EQUATION: LN (T) = 0.63 * LN(X) + 6.23	$R^2 = 0.82$	5,317	5,317	10,634
LARGEST OF AVERAGE OR EQUATION		5,317	5,317	10,634
PEAK HOUR GENERATOR		25%	48%	
NUMBER OF STUDIES	127			
AVERAGE SIZE	450			
MINIMUM RATE	1.46	96	88	183
AVERAGE RATE	4.89	318	293	611
MAXIMUM RATE	18.32	1,191	1,099	2,290
STANDARD DEVIATION	3.10			
EQUATION: LN (T) = 0.65 * LN(X) + 3.76	$R^2 = 0.83$	515	476	991
LARGEST OF AVERAGE OR EQUATION		515	476	991
SUNDAY DAILY		20%	20%	
NUMBER OF STUDIES	2.2			
AVERAGE SIZE	439			
MINIMUM RATE	4.15	260	259	519
AVERAGE RATE	25.24	1,578	1,577	3,155
MAXIMUM RATE	148.15	9,260	9,259	18,519
STANDARD DEVIATION	17.23			
EQUATION: T = 15.63 * (X) + 4214.46	$R^2 = 0.52$	3,084	3,084	6,168
LARGEST OF AVERAGE OR EQUATION		3,084	3,084	6,168
PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	39			
AVERAGE SIZE	369			
MINIMUM RATE	0.39	24	25	49
AVERAGE RATE	3.12	191	199	390
MAXIMUM RATE	12.40	092	790	1,550
STANDARD DEVIATION	2.78			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		191	199	390
				Ceps grown

The control of the	78 199 3.58 1.09 2.17 2.17 2.17 2.17 2.17 2.17 2.17 2.17 2.23 2.23 2.23 5.98 NA NA NA NA NA NA NA NA NA NA	ACIFIC PROVING GROUN DEVELOPMENT UI 1,000 SQUARE FE 1,000 TF ENTERING EXI 50% 5 0 0 0 0 0 0 0 0 0 0 0 0	NDS NORTH NIT 4 DING - 710 EET	
CENERAL CPRICE BUILDING -710	78 199 3.58 1101 28.80 6.13 8.60 6.13 8.60 1.55 5.98 1.39 1.39 1.39 1.39 1.49 6.39 6.39 6.39 1.49 6.39 1.49 6.39 1.49 6.39 1.49 6.39 1.49 6.39 1.49 6.39 1.49 6.39 6.39 6.39	DEVELOPMENT UI GENERAL OFFICE BUILI 1,000 SQUARE FE 0.00 TF 50% 50% 0 0 0 0 0 0 0 0 0 0 0 0	INIT 4 DING - 710 EET	
CANON SQUARE FEET	78 78 199 3.58 11.01 28.80 6.13 6.13 8.90 6.13 1.39 1.39 1.39 1.39 1.39 1.49 6.39 6.39 6.39 1.37 1.37 1.49 1.37 1.37 1.37	GENERAL OFFICE BUIL 1,000 SQUARE FE 0.00 TENTERING EXI 50% 5 0 0 0 0 0 0	EET	
1,000 SQUARE FEET	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0.00 0.00	EET	
TRIPS TRIPS TRIPS TRIPS TRIPS ENTERING EXITING 50% 50% 50% 50% 50% 50% TRIPS TRIPS ENTERING EXITING 50% 50% TO 0 0 TO 0			011	
T8				
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88% 12% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0		0
6.13 0 0 88% 0 0 217 88% 12% 223 0 0 223 0 0 0.60 0 0 1.55 0 0 5.98 0 0 1.39 0 0 1.39 0 0 1.39 0 0 NA NA NA NA <	Δ ₂	0		0
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217 223 223 060 0 0 1.55 0 0 0 1.55 0 0 0 0 0 1.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	20 20 20 20 20 20 20 20 20 20 20 20 20 2	_		
223 0.60 0.60 0.60 1.56 0.0 0 1.39 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ Δ			
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0.49 0 0 0.49 0 0 0.39 0 0 0 0.39 0 0 0 1.37 0 0 0 R ² = 0.82 0 0 0 NA NA N	N			
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R ² = 0.82 0 0 NA NA NA	R ₂			
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	ARGEST OF AVERAGE OR EQUATION			¥
			3	C eps prote L

LACOECI	44	Sales in the sales	CONTRACTOR INCIDENT	:
PARCEL		DEVELOPMENT UNIT	IENT UNIT 4	
TE LAND USE CATEGORY AND CODE		GENERAL OFFICE BUILDING	E BUILDING - 710	0
INDEPENDENT VARIABLE		1,000 SQU	ARE FEET	
SIZE		Ö	0.00	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	17			
AVERAGE SIZE	78			
MINIMUM RATE	0.59	0	0	0
AVERAGE RATE	2.37	0	0	0
MAXIMUM RATE	14.67	0	0	0
STANDARD DEVIATION	2.08			
EQUATION: T = 2.14 * (X) + 18.47	$R^2 = 0.66$	0	0	0
ARGEST OF AVERAGE OR EQUATION		0	0	0
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	0.16	0	0	0
AVERAGE RATE	0.41	0	0	0
MAXIMUM RATE	1.57	0	0	0
STANDARD DEVIATION	0.68			
EQUATION: LN (T) = 0.81 * LN(X) - 0.12	$R^2 = 0.59$	0	0	0
ARGEST OF AVERAGE OR EQUATION		0	0	0
SUNDAY DAILY		20%	20%	
NUMBER OF STUDIES	17			
AVERAGE SIZE	78			
MINIMUM RATE	0.19	0	0	0
AVERAGE RALE	0.98	0	0	0
MAXIMUM KATE	7.33	0	0	0
STANDARD DEVIATION FOLIATION: IN (T) = 0 86 *! N(X) + 0.31	1.29	C	C	c
ARGEST OF AVERAGE OR FOLIATION	N = 0.50	0	0	- C
PEAK HOUR GENERATOR		28%	42%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	26			
MINIMUM RATE	90.0	0	0	0
AVERAGE RATE	0.14	0	0	0
MAXIMUM RATE	0.37	0	0	0
STANDARD DEVIATION	0.38			
EQUATION: LN (T) = 0.61 * LN(X) - 0.23	$R^2 = 0.56$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0

ΤŤ	DEVELOF	DEVELOPMENT UNIT 5	
Ī			
CODE	SUM OF SHOPPING CENTER AND GENERAL OFFICE BUILDING	AND GENERAL OF	FICE BUILDING
INDEPENDENT VARIABLE SIZE	1,000 SC	1,000 SQUARE FEET 350.000	
		TRIPS	
	ENTERING	EXITING	TOTAL
WEEKDAY DAILY			
MINIMUM RATE	2.188	2.187	4.375
AVERAGE RATE	7.515	7.514	15.029
MAXIMUM RATE	47,406	47,406	94,812
STANDARD DEVIATION			
EQUATION	7,666	7,665	15,331
LARGEST OF AVERAGE OR EQUATION	2,666	7,665	15,331
AM PEAK HOUR ADJACENT STREET			
MINIMUM RATE	21	14	35
AVERAGE RATE	214	136	350
MAXIMUM RATE	1,932	1,236	3,168
STANDARD DEVIATION			
EQUATION	197	126	323
LARGEST OF AVERAGE OR EQUATION	214	136	350
AM PEAK HOUR GENERATOR			
MINIMUM RATE	NA	Ϋ́	NA
AVERAGE RATE	NA:	¥Z:	AN.
MAXIMUM RATE	AN	ΝΑ	NA
STANDARD DEVIATION			
EQUATION	ΑN	NA	NA
LARGEST OF AVERAGE OR EQUATION	NA	NA	NA
PM PEAK HOUR ADJACENT STREET			
MINIMUM RATE	117	121	238
AVERAGE RATE	640	999	1,306
MAXIMUM RATE	5,020	5,225	10,245
STANDARD DEVIATION			
EQUATION	722	751	1,473
LARGEST OF AVERAGE OR EQUATION	722	751	1,473
PM PEAK HOUR GENERATOR			
MINIMUM RATE	NA	ΑN	AN
AVERAGE RATE	NA	ΑN	NA
MAXIMUM RATE	Ϋ́	AN	NA
STANDARD DEVIATION			
EQUATION	ΥZ	ΑN	ΑΝ
I APPERAT OF AVERAGE OF FOLIATION	2	۷N	VΙΑ
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PROJECT	PΑ	PACIFIC PROVING GROUNDS NORTH	GROUNDS NOR	ТH
PARCEL		DEVELOPMENT UNIT 5	ENT UNIT 5	
ITE LAND USE CATEGORY AND CODE	SUM OF SHOPF	SUM OF SHOPPING CENTER AND GENERAL OFFICE BUILDING	ID GENERAL OF	FFICE BUILDING
INDEPENDENT VARIABLE		1,000 SQUARE FEET	ARE FEET	
SIZE		350.	350.000 TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY				
MINIMUM RATE		2,923	2,922	5,845
AVERAGE RATE		8,745	8,745	17,490
MAXIMUM RATE		39,813	39,812	79,625
STANDARD DEVIATION				
EQUATION		10,172	10,171	20,343
LARGEST OF AVERAGE OR EQUATION		10,172	10,171	20,343
PEAK HOUR GENERATOR				
MINIMUM RATE		266	245	511
AVERAGE RATE		890	822	1,712
MAXIMUM RATE		3,334	3,078	6,412
STANDARD DEVIATION				
EQUATION		1,006	929	1,935
LARGEST OF AVERAGE OR EQUATION		1,006	929	1,935
SUNDAY DAILY				
MINIMUM RATE		727	726	1,453
AVERAGE RATE		4,417	4,417	8,834
MAXIMUM RATE		25,927	25,926	51,853
EQUATION		4.843	4.842	9.685
LARGEST OF AVERAGE OR EQUATION		4,843	4,842	9,685
PEAK HOUR GENERATOR				
MINIMUM RATE		29	70	137
AVERAGE RATE		535	222	1,092
MAXIMUM RATE		2,127	2,213	4,340
STANDARD DEVIATION				
EQUATION		0	0	0
LARGEST OF AVERAGE OR EQUATION		535	222	1,092
				Transmit Sda V

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302 302 328 328 328 42.94 42.94 270.89 21.38 R ² = 0.78 NA NA NA NA NA NA NA NA NA NA	SHOPPING CENTER-820	7 4 % % % % % % % % % % % % % % % % % %		ARE FEET000 TRIPS EXITING 50% 50% 7.514 47,406 7,665 7,665 7,665 3% 3%	TOTAL
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101 296 296 0.10 214 1.00 214 1.38 1.38 1.38 1.38 1.32 214 1.00 214 1.00 214 1.00 214 1.00 214 1.00 1.38 1.38 1.37 1.00 1.40 1.00 1.00 1.00 1.00 1.00 1.00	101 216 217 1.00 214 1.36 2.04 1.38 1.38 1.38 1.38 1.38 1.38 1.38 1.38	N2 N8 N 0			
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9.05 1,932 1.38 197 1.38 197 1.38 197 NA NA N	9.05 1,932 1,236 1.38 1.38 1.38 1.38 1.38 1.38 1.21 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.26 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27 2.14 1.27	N2 N2		136	350
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NA N	NA N	* LN(X) + 3.37 R ²		751	1,473
NA N	NA N		722	751	1,473
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The Land Disc Category and Code	RATE	ALTER SECTION	SHOPPING		PARCEL TE I AND LISE CATEGORY AND CODE
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$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	22.50 R ² = 0.82 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,06 18,32 3,34 1,006 18,32 3,34 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006 1,006		8,745	49.97	AVERAGE RATE
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		39,813	227.50	MAXIMUM RATE
$R^2 = 0.82$ $10,172$ $10,171$ $10,172$ $10,171$ 127 52% 48% 450 266 245 450 266 245 1.46 266 245 1.48 890 822 $1.8.32$ 3.334 3.078 3.10 1.006 929 77 70 929 4.15 727 726 4.15 727 726 4.15 727 726 4.15 727 726 4.15 727 726 4.15 727 726 4.15 4.417 4.417 4.15 4.417 4.417 4.15 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.417 4.417 4.12 4.42 4.42 4.12	R ² = 0.82 10,172 10,172 10,172 10,172 10,172 10,172 10,172 12,174 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,172 10,1			22.62	STANDARD DEVIATION
10,172 $10,171$ 127 $48%$ 450 266 245 450 266 245 489 890 822 4.89 890 822 4.89 890 822 4.89 800 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 822 8.20 820 8.20 8.447 8.447 4.447 8.20 8.443 8.20 8.443 8.20 8.443 8.20 8.69 8.20 8.67 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70 8.30 8.70	10,172 127 450 146 266 1489 890 18.32 3.334 3.10 18.32 3.334 1.006 18.32 3.334 1.006 18.32 3.334 1.006 18.32 1.006 19.06 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00 11.00		10,172	$R^2 = 0.82$	EQUATION: LN (T) = 0.63 * LN(X) + 6.23
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	127 450 450 146 489 890 18.32 3.34 3.10 8° = 0.83 1,006 77 439 77 439 77 439 727 17.23 4,417 17.23 8° = 0.52 4,843 8° = 0.52 4,843 8° = 0.52 12.40 8° 67 0.39 8° 67 0.39 8° 67 0.39 8° 67 0.39 8° 67 0.39 8° 67 0.39 8° 67 0.39 8° 67 0.39		10,172		ARGEST OF AVERAGE OR EQUATION
127 1450 1460 266 245 1489 890 822 18.32 3,334 3,078 3,10 R ² = 0.83 1,006 929 1,006 929 1,006 929 1,006 929 4,15 77 439 4,17 148.15 25.24 4,417 148.15 25.24 4,417 17.23 4,843 4,842 17.23 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 17.23 4,843 4,842 4,843 4,842 17.23 4,843 4,842 4,843 4,842 17.23 4,843 4,842 17.23 4,843 4,842 4,843 4,842 17.23 4,843 4,842 4,842 4,843 4,842 17.23 4,843 4,842 4,843 4,842 17.23 4,843 4,842 4,843 4,842 17.23 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,843 4,842 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,842 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,842 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,842 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,843 4,	127 450 146 146 266 489 890 18.32 3,334 3,10 R ² = 0.83 1,006 77 77 439 777 77 439 727 25.24 4,417 148.15 25.24 4,417 148.15 25.24 4,417 17.33 R ² = 0.52 4,843 89 369 67 0.39 67 0.39 67 0.39 12.40 0.127 NA NA		25%		PEAK HOUR GENERATOR
450 266 245 4.89 890 822 18.32 3,334 3,078 3.10 1,006 929 77 50% 50% 4.15 727 726 4.15 727 25,926 17.23 4,843 4,842 R* = 0.52 4,843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 4,842 4.843 51% 369 67 70 3.12 5.57 12.40 2,127 2,213 2.78 335 557 535 557	450 450 480 489 489 890 18.32 3.334 3.10 8.20 1.006 77 77 4.16 77 25.24 4.417 148.15 25.24 4.447 17.23 82.24 4.443 4.843 82 0.52 4.843 82 0.52 4.843 83 67 0.39 67 0.39 67 0.39 87 0.39 87 0.39 87 0.39 87 0.39 87 0.39 87 0.39 87 0.39 0.39 0.39 0.39 0.39 0.39 0.39 0.39			127	NUMBER OF STUDIES
1.46 266 245 4.89 890 822 18.32 3,334 3,078 3.10 1,006 929 R ² = 0.83 1,006 929 77 50% 50% 4.15 727 726 25.24 4,417 4,417 17.23 25,927 25,926 17.23 4,843 4,842 R ² = 0.52 4,843 4,842 49% 51% 51% 39 67 70 369 67 70 2.78 2,127 2,213 2.78 NA NA NA NA NA NA	1.46 266 4.89 890 18.32 3,334 3.10 1,006 1.006 1.006 1.006 5.0% 77 4.39 727 4.15 727 4.417 1.48.15 25,927 1.72 4,441 1.72 4,417 1.73 4,843 1.73 4,843 1.73 4,843 1.73 4,843 1.73 4,843 1.73 4,843 1.73 67 1.740 2,127 1.240 2,127 1.240 2,127 1.240 2,127 1.240 2,127			450	AVERAGE SIZE
4.89 890 822 4.82 3,334 3,078 3.10 1,006 929 R ² = 0.83 1,006 929 77 50% 50% 4.15 727 726 25.24 4,417 4,417 17.23 4,843 4,842 R ² = 0.52 4,843 4,842 89 67 70 39 67 70 3.12 535 557 12.40 2,127 2,213 12.40 2,127 2,213 NA NA NA	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		266	1.46	MINIMUM RATE
18.32 3,334 3.078 3.10 R ² = 0.83 1,006 929 1,006 929 1,006 929 50% 50% 50% 50% 60% 60% 60% 60% 60% 60% 60% 60% 60% 6	18.32 3.334 3.10 R ² = 0.83 1,006 1,006 77 4.39 7.7 4.15 25.24 4.417 148.15 25.24 4.417 17.23 R ² = 0.52 4.843 89 369 67 0.39 67 0.39 67 0.39 NA NA		890	4.89	AVERAGE RATE
3.10	3.10 R ² = 0.83 1.006 77 4.15 25.24 4.17 25.24 4.417 148.15 25.24 4.417 17.23 17.23 17.23 17.23 17.23 17.23 4.843 4.843 4.843 4.843 4.843 6.7 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2.9 1.2	3,078 6,412	3,334	18.32	MAXIMUM RATE
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1,006 929 77 50% 50% 439 727 726 4,15 727 726 25,24 4,417 4,417 17,23 4,843 4,842 R ² = 0,52 4,843 4,842 R ³ = 0,52 4,843 4,842 89 67 70 369 67 70 3,12 5,57 12,40 2,127 2,213 2,78 NA NA NA NA NA	$\begin{array}{c ccccc} & 1,006 & & & & & & \\ & 77 & & & & & & \\ & 439 & & & & & \\ & 4.15 & & & & & \\ & 4.15 & & & & & \\ & 25.24 & & 4.417 & & \\ & 17.23 & & 4.843 & & \\ & 17.23 & & 4.843 & & \\ & 17.23 & & 4.843 & & \\ & & & & & \\ & & & & & \\ & & & & $	929 1,935		$R^2 = 0.83$	EQUATION: LN (T) = 0.65 * LN(X) + 3.76
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	929 1,935	1,006		ARGEST OF AVERAGE OR EQUATION
77 439 4.15 727 726 25.24 4.417 4.417 4.417 148.15 25.927 25.926 17.23 4.843 4.842 4.842 4.843 4.842 4.842 4.843 4.842 4.843 4.842 4.843 6.7 4.843 6.7 70 39 67 70 0.39 67 70 0.39 67 70 0.39 67 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.39 70 0.	77 436 4.15 727 25.24 148.15 17.23 17.23 17.23 17.23 17.23 17.23 4.843 4.9% 3.9 3.9 3.9 3.6 0.39 6.7 0.39 6.7 0.39 12.40 2.78 NA NA		20%		SUNDAY DAILY
439 415 25.24 4,417 4,417 4,417 4,417 4,815 25.927 25,926 17.23 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,843 4,842 4,842 4,842 4,843 4,842 4,842 4,842 4,843 4,842 4,842 4,843 4,842 4,843 4,842 4,842 4,843 4,842 4,842 4,842 4,843 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,843 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,842 4,	439 4.15 25.24 4,417 148.15 25,927 17.23 R ² = 0.52 4,843 R ³ = 0.52 4,843 4,843 4,843 4,843 4,843 6,39 6,39 6,39 6,39 6,39 6,39 6,39 6,39 8,3,12 8,3,2 12.40 2,18 NA NA			2.2	NUMBER OF STUDIES
4,15 727 726 25.24 4,417 726 148.15 25,927 25,926 17.23 4,843 4,842 R² = 0.52 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 5,67 557 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842	4.15 727 25.24 4.417 148.15 25,927 17.23 4,843 R ² = 0.52 4,843 89 67 39 67 0.39 67 12.40 2,127 2,78 NA			439	AVERAGE SIZE
25.24 4,417 4,417 148.15 25,927 25,926 17.23 4,843 4,842 18.2 = 0.52 4,843 4,842 49% 51% 39 67 70 0.39 67 70 3.12 535 557 NA NA NA NA	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		727	4.15	MINIMUM RATE
148.15 25.927 25,926 177.33 4,843 4,842 177.33 4,843 4,842 4,843 4,842 4,843 4,842 4,843 4,842 4,842 4,842 4,842 4,842 3.9 67 70 3.12 535 557 12.40 2,127 2,213 2.78 NA NA NA NA NA NA S35 557	148.15 25,927 17.23 4,843 17.23 4,843 4,843 4,843 39 49% 39 67 0.39 67 0.39 67 12.40 2,127 2.78 NA		4,417	25.24	AVERAGE RATE
R ² = 0.52	17.23 4,843 R ² = 0.52 4,843 4,843 4,843 4,843 4,843 4,843 39 369 67 67 6.39 67 67 12.40 2.127 NA NA	25,926 51,853	25,927	148.15	MAXIMUM RATE
R ² = 0.52	R ² = 0.52 4.843 4.843 4.843 4.843 4.843 4.996 3.9 6.39 6.39 6.39 6.39 6.7 12.40 2.127 2.78 NA			17.23	STANDARD DEVIATION
4,843 4,842 4,842 49% 51% 51% 51% 51% 51% 51% 51% 51% 51% 51	4,843 49% 39 369 67 0.39 67 11.40 2.127 NA NA		4,843	$R^2 = 0.52$	EQUATION: T = 15.63 * (X) + 4214.46
39 51% 51% 51% 369 67 70 70 3.12 535 557 12.40 2,127 2,213 2.78 NA NA NA NA NA S35 557	10R 39 49% 369 67 0.39 67 12.40 2.127 2.78 NA NA	4,842 9,685	4,843		ARGEST OF AVERAGE OR EQUATION
369 369 67 70 3.12 535 557 12.40 0.78 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.8 0.	369 369 67 3.12 535 12.40 2.127 NA NA		49%		PEAK HOUR GENERATOR
369 67 70 0.39 67 70 12.40 2,127 2,213 2.78 NA NA NA NA NA S35 557	369 67 0.39 67 3.12 535 12.40 2,127 2.78 NA			39	NUMBER OF STUDIES
0.39 67 70 3.12 5.85 5.57 12.40 2,127 2,213 2.78 NA NA NA NA NA NA S35 557	0.39 67 3.12 535 12.40 2.127 2.78 NA			369	AVERAGE SIZE
3.12 535 557 12.40 2,127 2,213 2.78 NA NA NA NA S35 557	3.12 5.35 12.40 2.127 2.78 NA NA	70 137	29	0.39	MINIMUM RATE
12.40 2,127 2,213 2.78 NA NA NA NA 535 557	12.40 2,127 2.78 NA NA	557 1,092	535	3.12	AVERAGE RATE
2.78 NA NA NA S35 557	2.78 NA NA	2,213 4,340	2,127	12.40	MAXIMUM RATE
NA NA NA NA 535 557	AN			2.78	STANDARD DEVIATION
535 557		NA	NA	NA	EQUATION: NOT PROVIDED
	535	557 1,092	535		ARGEST OF AVERAGE OR EQUATION
		word sda 🐓			

ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE SIZE WEEKDAY DAILY NUMBER OF STUDIES AVERAGE SIZE		MEVEL OPM	DEVEL ODMENT INIT 5	
INDEPENDENT VARIABLE SIZE SIZE WEEKDAY DAILY WBER OF STUDIES RAGE SIZE	9	GENERAL OFFICE BUILDING	E BUILDING - 710	0
SIZE WEEKDAY DAILY MBER OF STUDIES ERAGE SIZE	•	1,000 SQUARE FEET	ARE FEET	•
WEEKDAY DAILY MBER OF STUDIES ERAGE SIZE		0.	0.00	
WEEKDAY DAILY MBER OF STUDIES ERAGE SIZE			TRIPS	
WEEKDAY DAILY MBER OF STUDIES ERAGE SIZE		ENTERING	EXITING	TOTAL
MBER OF STUDIES ERAGE SIZE		20%	20%	
ERAGE SIZE	78			
	199			
MINIMUM RATE	3.58	0	0	0
AVERAGE RATE	11.01	0	0	0
MAXIMUM RATE	28.80	0	0	0
STANDARD DEVIATION	6.13			
EQUATION: LN (T) = 0.77 * LN(X) + 3.65	$R^2 = 0.80$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
AM PEAK HOUR ADJACENT STREET		88%	12%	
NUMBER OF STUDIES	217			
AVERAGE SIZE	223			
MINIMUM RATE	09.0	0	0	0
AVERAGE RATE	1.55	0	0	0
MAXIMUM RATE	5.98	0	0	0
STANDARD DEVIATION	1.39			
FOLIATION: I N (T) = 0.80 * I N/X) + 1.55	D ² - 0.83	C	O	C
AGE OF	00.0	•	· c	· c
AM DEAK HOLIP GENERATOR		ΔN	δN	,
NI IMBER OF STIDIES	NA			
AVEDAGE SIZE				
MINIMI IM RATE	V V	ΔN	ΔN	۵N
AVERAGE RATE	ΔN	ΔN	ΔN	ΔN
MANIMI M DATE	\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \			2
STANDARD DEVIATION	VΝ			<u> </u>
FOLIATION: NOT PROVIDED	ΔN	ΔN	ΔN	ΔN
ARGEST OF AVERAGE OR FOLIATION		ΔN	ΔN	ΨN
DEAK HOLID AD IACENT STREET		170/	/000	5
TWI PEAN HOUR ADJACENI SI REE!		11.70	0270	
NUMBER OF STUDIES	235			
AVERAGE SIZE	216			
MINIMUM RATE	0.49	0	0	0
AVERAGE RATE	1.49	0	0	0
MAXIMUM RATE	6.39	0	0	0
STANDARD DEVIATION	1.37			
EQUATION: T = 1.12 * (X) + 78.81	$R^2 = 0.82$	0	0	0
LARGEST OF AVERAGE OR EQUATION		0	0	0
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	¥			
AVERAGE SIZE	ΑN			
MINIMUM RATE	NA	ΑΝ	ΑN	ΝΑ
AVERAGE RATE	- AN	¥	Ϋ́	₹ Z
MAXIMUM RATE	NA	X X	ΑΝ	Ž
STANDARD DEVIATION	Ϋ́			
EQUATION: NOT PROVIDED	ž V	AN	ΑN	Ą
ARGEST OF AVERAGE OR FOLIATION		ΔN	ΔN	ΔN
מסוימס בסיים אין האים האים האים האים האים האים האים האים			5	

Inteland decreted d	2 11111	
RATE 17 78 0.59 2.37 14.67 2.08 R ² = 0.66 R ³ = 0.66 157 0.16 0.41 17 17 78 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.10 0.10 0.10 0.10	C IINO IN	
RATE 17 78 0.59 2.37 14.67 2.08 2.08 R ² = 0.66 10 97 0.41 1.57 0.48 0.49 0.49 0.98 7.33 7.33 7.33 7.33 1.29 R ² = 0.50 10 97 0.06 0.06 0.07 0.06 0.06 0.06	BUILDING - 710	
RATE ENTERING 17 78 0.59 0.59 0.59 0.14.67 0 14.67 0 14.67 0 14.67 0 14.67 0 14.67 0 14.67 0 17 0 0 0 18 0 0 17 17 17 18 0 0 0 0 0 17 17 18 0 0 0 18 0 0 0 17 17 18 0 0 0 0 0 0 0 0 0 0 0 0 0	RE FEET	
RATE 17 78 0.59 2.37 14.67 2.08 R ² = 0.66 R ² = 0.66 0.41 17 78 0.18 0.19 0.18 0.19 1.29 R ² = 0.50 R ² = 0.50 10 97 0.14 0.19 0.18 0.19 0.19 0.10 97 0.10 0.10 0.10 0.10 0.10		
TATE	TRIPS	2
$ \begin{array}{r} $	DNI ING	SOM
$\begin{array}{c} 1/f \\ 78 \\ 0.59 \\ 0.59 \\ 2.37 \\ 14.67 \\ 2.08 \\ R^2 = 0.66 \\ R^2 = 0.66 \\ 0.41 \\ 1.57 \\ 0.16 \\ 0.41 \\ 1.57 \\ 0.68 \\ R^2 = 0.59 \\ 0.98 \\ 7.33 \\ 1.29 \\ 0.98 \\ 7.33 \\ 1.29 \\ 0.98 \\ 0.19 \\ 0.19 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ $	%.0c	
$\begin{array}{c} 78 \\ 78 \\ 0.59 \\ 2.37 \\ 2.08 \\ 2.08 \\ 2.08 \\ 2.08 \\ 0.08 \\ 0.41 \\ 0.41 \\ 0.41 \\ 0.45 \\ 0.44 \\ 0.41 \\ 0.45 \\ 0.49 \\ 0.98 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 0.09 \\ 0.98 \\ 0.98 \\ 0.99 \\ 0.98 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\ 0.99 \\$		
$\begin{array}{c} 0.59 \\ 0.59 \\ 2.37 \\ 14.67 \\ 2.08 \\ 2.08 \\ R^2 = 0.66 \\ 0.41 \\ 1.57 \\ 1.57 \\ 1.68 \\ 0.68 \\ R^2 = 0.59 \\ 0.68 \\ R^2 = 0.59 \\ 0.19 \\ 0.09 \\ 0.98 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 7.34 \\ 0.09 \\ 0.09 \\ 0.006 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.04 \\ 0.0$		
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$\begin{array}{c} 0.44 \\ 0.44 \\ 0.68 \\ 0.69 \\ 0.19 \\ 0.98 \\ 0.33 \\ 7.33 \\ 7.33 \\ 7.33 \\ 1.29 \\ R^2 = 0.50 \\ R^2 = 0.50 \\ 0.14 \\ 0.06 \\ 0.14 \\ 0.14 \end{array}$	0	0
$ \begin{array}{c} 1.57 \\ 0.68 \\ R^2 = 0.59 \\ 1.7 \\ 7.33 \\ 1.29 \\ 1.29 \\ 1.29 \\ R^2 = 0.50 \\ 10 \\ 97 \\ 0.06 \\ 0.14 \end{array} $	0	0
$R^{2} = 0.59$ $R^{2} = 0.59$ 17 78 0.19 0.98 7.33 7.33 7.33 7.33 7.33 1.29 $8^{2} = 0.50$ 10 97 0.06 0.14	0	0
$R^{2} = 0.59$ 17 78 0.19 0.98 7.33 1.29 $R^{2} = 0.50$ 10 97 0.06 0.14		
17 78 0.19 0.98 7.33 7.33 7.33 7.33 1.29 R ² = 0.50 97 0.06	0	0
17 78 0.19 0.98 7.33 1.29 R ² = 0.50 10 97 0.06	0	0
$ \begin{array}{c} $	20%	
78 0.19 0.98 0.98 7.33 1.29 R ² = 0.50 10 97 0.06		
$\begin{array}{c} 0.19 \\ 0.98 \\ 0.98 \\ 7.33 \\ 1.29 \\ R^2 = 0.50 \\ \end{array}$ $\begin{array}{c} 10 \\ 97 \\ 0.06 \\ 0.14 \\ \end{array}$		
$0.98 \\ 7.33 \\ 1.29 \\ R^2 = 0.50$ 10 97 0.06	0	0
$ \begin{array}{r} 7.33 \\ 1.29 \\ \hline 1.29 \\ \hline 1.29 \\ \hline 10 \\ \hline 97 \\ 0.06 \\ \hline 0.14 \\ \end{array} $	0	0
1.29 R ² = 0.50 10 10 97 0.06 0.14	0	0
R ² = 0.50 10 10 97 0.06 0.14		
10 97 0.06 0.14	0	0
10 97 0.06 0.14	0	0
10 97 0.06 0.14	42%	
97 0.06 0.14		
0.06		
0.14	0	0
	0	0
MAXIMUM RATE 0.37 0	0	0
STANDARD DEVIATION 0.38		
1 * LN(X) - 0.23 R ²	0	0
	0	0

TELANDLISE CATECOBY AND CODE	1.1		
SON AIR CODE	SINGLE FA	SINGLE FAMILY - 210	
INDEPENDENT VARIABLE	MAXIMUM OF DWELLING UNITS AND ACRES	NG UNITS AND AC	RES
<u> </u> 	646 DWELLING UNITS AND 161.37 ACRES	S AND 161.37 ACR TRIPS	(ES
	ENTERING	EXITING	TOTAL
WEEKDAY DAILY			
	1,392	1,392	2,784
	3,091	3,091	6,182
	7,058	7,057	14,115
STANDARD DEVIATION	2 803	2 893	5 786
LARGEST OF AVERAGE OR EQUATION	3,091	3,091	6,182
AM PEAK HOUR ADJACENT STREET			
	49	145	194
	121	364	485
MAXIMUM RATE	367	1,099	1,466
2	116	346	462
LARGEST OF AVERAGE OR EQUATION	121	364	485
AM PEAK HOUR GENERATOR			
	77	750	6,50
	175	368	5/3
	553	1.085	1638
STANDARD DEVIATION			
	124	344	468
LARGEST OF AVERAGE OR EQUATION	175	368	543
PM PEAK HOUR ADJACENT STREET			
	171	100	271
	411	241	652
	1,213	712	1,925
STANDARD DEVIATION	355	208	563
LARGEST OF AVERAGE OR EQUATION	411	241	652
PM PEAK HOUR GENERATOR			
	173	86	271
	422	237	629
	1,232	693	1,925
STANDARD DEVIATION	353	100	552
ARGEST OF AVERAGE OR FOLIATION	422	237	556
			*

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- INORCA	-		ON CONDO	
PARCEL		DU 2 - PHASE	HASE 1	
ITE LAND USE CATEGORY AND CODE		SINGLE FA	SINGLE FAMILY - 210	
INDEPENDENT VARIABLE	MAXI	MAXIMUM OF DWELLING UNITS AND ACRES	NG UNITS AND AC	CRES
SIZE	646	646 DWELLING UNITS AND 161.37 ACRES	S AND 161.37 ACF	RES
			TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY				
MINIMUM RATE		1,719	1,718	3,437
AVERAGE RATE		3,256	3,256	6,512
MAXIMUM RATE		7,503	7,503	15,006
STANDARD DEVIATION				
EQUATION		3,116	3,115	6,231
LARGEST OF AVERAGE OR EQUATION		3,256	3,256	6,512
PEAK HOUR GENERATOR				
MINIMUM RATE		162	161	323
AVERAGE RATE		301	300	601
MAXIMUM RATE		822	107	1,523
STANDARD DEVIATION				
EQUATION		293	292	285
LARGEST OF AVERAGE OR EQUATION		301	300	601
SUNDAY DAILY				
MINIMUM RATE		1,531	1,531	3,062
AVERAGE RATE		2,833	2,832	5,665
MAXIMUM RATE		5,806	5,805	11,611
STANDARD DEVIATION EQUATION		2.849	2.848	5.697
LARGEST OF AVERAGE OR EQUATION		2,849	2,848	5,697
PEAK HOUR GENERATOR				
MINIMUM RATE		188	167	355
AVERAGE RATE		295	261	256
MAXIMUM RATE		608	209	1,215
STANDARD DEVIATION			:	
EQUATION		271	241	512
LARGEST OF AVERAGE OR EQUATION		295	261	556
				Ceps Brown

ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE NUMBER OF STUDIES MINIMUM RATE MAXMIM RATE MAXMIM RATE			NON PONDONO	
INDEPENDENT VARIABLE SIZE SIZE WEEKDAY DAILY UMBER OF STUDIES INIMUM RATE VERGE SIZE NIMUM RATE VERGE RATE VERGE RATE VERGE RATE		DU 2 - PHASE	HASE 1	
INDEPENDENT VARIABLE SIZE SIZE WEEKDAY DAILY JMBER OF STUDIES JERAGE SIZE NIMUM RATE AXMMIM RATE		SINGLE FAMILY - 210	MILY - 210	
SIZE WEEKDAY DAILY JMBER OF STUDIES FRAGE SIZE NIMUM RATE FRAGE RATE		DWELLING UNITS	G UNITS	
WEEKDAY DAILY NAMBER OF STUDIES FERAGE SIZE NIMUM RATE FERAGE RATE		64	646	
WEEKDAY DAILY JMBER OF STUDIES FERAGE SIZE NIMUM RATE FERAGE RATE			TRIPS	:
WEENCAY DAILT IMBER OF STUDIES FERAGE SIZE NIMUM RATE FERAGE RATE		EN ERING	EVI ING	I OI AL
MABER OF STUDIES FERAGE SIZE NIMUM RATE XXMI IM RATE		%0¢	20%	
FERAGE SIZE NIMUM RATE FERAGE RATE XIMIIM RATE	351			
NIMUM RATE FERAGE RATE AXIMI IM RATE	197			
/ERAGE RATE	4.31	1,392	1,392	2,784
AXIMIIM RATE	9.57	3,091	3,091	6,182
	21.85	7,058	7,057	14,115
STANDARD DEVIATION	3.69			
EQUATION: LN (T) = 0.92 * LN(X) + 2.71	$R^2 = 0.89$	2,893	2,893	5,786
RGEST OF AVERAGE OR EQUATION		3,091	3,091	6,182
AM PEAK HOUR ADJACENT STREET		722%	75%	
NUMBER OF STUDIES	286			
AVERAGE SIZE	194			
MINIMUM RATE	0:30	49	145	194
AVERAGE RATE	0.75	121	364	485
MAXIMUM RATE	2.27	367	1.099	1.466
STANDARD DEVIATION	2.41			
EQUATION: T = 0.70 * (X) + 9.74	R ² - 0 90	116	346	462
ADCIECT OF AVEDAGE OF COLLATION		124	264	AOE
SEST OF AVERAGE ON ECONION		171	304	004
AM PEAK HOUR GENERATOR		%97	/4%	
NUMBER OF STUDIES	341			
AVERAGE SIZE	181			
MINIMUM RATE	0.33	22	158	213
AVERAGE RATE	0.77	129	368	497
MAXIMUM RATE	2.27	381	1,085	1,466
STANDARD DEVIATION	0.91			
EQUATION: T = 0.70 * (X) + 12.37	$R^2 = 0.89$	121	344	465
RGEST OF AVERAGE OR EQUATION		129	368	497
PM PEAK HOUR ADJACENT STREET		%89	37%	
NUMBER OF STUDIES	314			
AVERAGE SIZE	208			
MINIMUM RATE	0.42	171	100	271
AVERAGE RATE	1.01	411	241	652
MAXIMUM RATE	2.98	1,213	712	1,925
STANDARD DEVIATION	1.05			
EQUATION: LN (T) = 0.90 * LN(X) + 0.51	$R^2 = 0.91$	355	208	563
		411	241	652
PM PEAK HOUR GENERATOR		64%	36%	
NUMBER OF STUDIES	360			
AVERAGE SIZE	174			
MINIMUM RATE	0.42	173	86	271
AVERAGE RATE	1.02	422	237	629
MAXIMUM RATE	2.98	1.232	693	1.925
STANDARD DEVIATION	1.05			
EQUATION: 1 N (T) = 0 88 * 1 N(X) + 0 62	D ² = 0.94	353	199	252
ARGEST OF AVERAGE OR FOLIATION	6.0	422	237	659
יסבט טי אבויאסר טי בעטאוטיא		777	107	200
				Ceps protect

PROJEC	Α	PACIFIC PROVING GROUNDS NORTH	GROUNDS NOR	H
PARCEI		DU 2 - PHASE	HASE 1	
ITE LAND USE CATEGORY AND CODE		SINGLE FAMILY - 210	MILY - 210	
INDEPENDENT VARIABLE		DWELLING UNITS	IG UNITS	
SIZE		646		
			TRIPS	
	RATE	ENTERING	EXITING	SUM
SATURDAY DAILY		20%	20%	
NUMBER OF STUDIES	74			
AVERAGE SIZE	213	•		
MINIMUM RATE	5.32	1,719	1,718	3,437
AVERAGE RATE	10.08	3,256	3,256	6,512
MAXIMUM RATE	15.25	4,926	4,926	9,852
STANDARD DEVIATION	3.68			
EQUATION: LN (T) = 0.95 * LN(X) + 2.59	$R^2 = 0.91$	3,116	3,115	6,231
LARGEST OF AVERAGE OR EQUATION		3,256	3,256	6,512
PEAK HOUR GENERATOR		20%	20%	
NUMBER OF STUDIES	53			
AVERAGE SIZE	217			
MINIMUM RATE	09.0	162	161	323
AVERAGE RATE	0.93	301	300	601
MAXIMUM RATE	1.75	999	565	1,131
STANDARD DEVIATION	66'0			
EQUATION: $T = 0.89 * (X) + 9.56$	$R^2 = 0.91$	293	292	585
LARGEST OF AVERAGE OR EQUATION		301	300	601
SUNDAY DAILY		20%	20%	
NUMBER OF STUDIES	02			
AVERAGE SIZE	216			
MINIMUM RATE	4.74	1,531	1,531	3,062
AVERAGE RATE	8.77	2,833	2,832	2,665
MAXIMUM RATE	12.31	3,976	3,976	7,952
STANDARD DEVIATION	3.33			
EQUATION: T = 8.84 * (X) - 13.31	$R^2 = 0.94$	2,849	2,848	5,697
LARGEST OF AVERAGE OR EQUATION		2,849	2,848	5,697
PEAK HOUR GENERATOR		23%	47%	
NUMBER OF STUDIES	52			
AVERAGE SIZE	215			
MINIMUM RATE	0.55	188	167	355
AVERAGE RATE	0.86	295	261	226
MAXIMUM RATE	1.48	202	449	926
STANDARD DEVIATION	96'0			
EQUATION: LN (T) = 0.91 * LN(X) + 0.35	$R^2 = 0.87$	271	241	512
LARGEST OF AVERAGE OR EQUATION		295	261	226
				C eps troup

ITE LAND USE CATEGORY AND CODE		JON 1 - 2 00	- 122	
		SINGLE FAMILY - 210	MILY - 210	
INDEPENDENT VARIABLE		ACRES	ES	
SIZE		161.370	370	
			TRIPS	IATOT
WEEKDAY DAILY		50%	50%	5
NUMBER OF STUDIES	144			
AVERAGE SIZE	70			
MINIMUM RATE	3.17	256	256	512
AVERAGE RATE	26.04	2,101	2,101	4,202
MAXIMUM RATE	84.94	6,854	6,853	13,707
STANDARD DEVIATION	19.62			
EQUATION: NOT PROVIDED	NA	AN	NA	NA
LARGEST OF AVERAGE OR EQUATION		2,101	2,101	4,202
PEAK HOUR ADJACENT STREET		31%	%69	
NUMBER OF STUDIES	123			
AVERAGE SIZE	7.1			!
MINIMUM RATE	0.28	14	31	45
AVERAGE RATE	2.06	103	229	332
MAXIMUM RATE	6.59	330	733	1,063
NOIL				
EQUATION: LN (T) = 0.77 * LN(X) + 1.58	$R^2 = 0.90$	75	168	243
LARGEST OF AVERAGE OR EQUATION		103	229	332
AM PEAK HOUR GENERATOR		25%	48%	
NUMBER OF STUDIES	132			
AVERAGE SIZE	69			
MINIMUM RATE	0.28	23	22	45
AVERAGE RATE	2.08	175	161	336
MAXIMUM RATE	6.59	553	510	1,063
STANDARD DEVIATION	1.99			
EQUATION: LN (T) = 0.76 * LN(X) + 1.61	$R^2 = 0.55$	124	114	238
LARGEST OF AVERAGE OR EQUATION		175	161	336
PEAK HOUR ADJACENT STREET		%99	34%	
NUMBER OF STUDIES	124			
AVERAGE SIZE	20			
MINIMUM RATE	0.36	38	20	58
AVERAGE RATE	2.74	292	150	442
MAXIMUM RATE	10.39	1,107	240	1,677
STANDARD DEVIATION	2.65			
EQUATION: NOT PROVIDED	¥	ΑΝ	ΑN	Ą
LARGEST OF AVERAGE OR EQUATION		292	150	442
PM PEAK HOUR GENERATOR		%99	34%	
NUMBER OF STUDIES	132			
AVERAGE SIZE	69			
MINIMUM RATE	0.36	38	20	28
AVERAGE RATE	2.73	291	150	441
MAXIMUM RATE	10.39	1,107	920	1,677
STANDARD DEVIATION	2.64			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
		,,,,,	OL.	777
LARGEST OF AVERAGE OR EQUATION		7.8.1	150	441

TTE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE SIZE SATURDAY DAILY NUMBER OF STUDIES ANGRESIZE MANIMIM MA DATE		DU 2 - PHASE	17017	
ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE SIZE SATURDAY DAILY NUMBER OF STUDIES MAVIRAGE SIZE MANIMIM MA DATE			LASE I	
INDEPENDENT VARIABLE SIZE SIZE SATURDAY DAILY NUMBER OF STUDIES AVERAGE SIZE MAINIM IN DATE		SINGLE FAMILY	MILY - 210	
SIZE SATURDAY DAILY NUMBER OF STUDIES AVERAGE SIZE MINIMA IM DATE		ACRES	ES	
SATURDAY DAILY NUMBER OF STUDIES AVERAGE SIZE MANIMA IM DE DETE		161.370		
SATURDAY DAILY NUMBER OF STUDIES AVERAGE SIZE MANIMA IMA DA TE			TRIPS	
SATURDAY DAILY NUMBER OF STUDIES CHERGES SIZE MANIMUM DATE	RATE	ENTERING	EXITING	SUM
NUMBER OF STUDIES AVERAGE SIZE MANIMI IM DATE		%09	%09	
AVERAGE SIZE	37			
MINIMI IM DATE	75			
	3.69	298	297	262
AVERAGE RATE	31.02	2,503	2,503	2,006
MAXIMUM RATE	92.99	7,503	7,503	15,006
STANDARD DEVIATION	24.43			
EQUATION: NOT PROVIDED	ΝΑ	A	AN	ΑN
-ARGEST OF AVERAGE OR EQUATION		2,503	2,503	5,006
PEAK HOUR GENERATOR		54%	46%	
NUMBER OF STUDIES	15			
AVERAGE SIZE	101			
MINIMUM RATE	0.46	40	34	74
AVERAGE RATE	2.97	259	220	479
MAXIMUM RATE	9.44	822	701	1,523
STANDARD DEVIATION	3.20			
EQUATION: NOT PROVIDED	NA	NA	NA	AN
ARGEST OF AVERAGE OR EQUATION		259	220	479
SUNDAY DAILY		%09	%09	
NUMBER OF STUDIES	33			
AVERAGE SIZE	80			
MINIMUM RATE	3.24	262	261	523
AVERAGE RATE	27.02	2,180	2,180	4,360
MAXIMUM RATE	71.95	5,806	5,805	11,611
STANDARD DEVIATION	19.90			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		2,180	2,180	4,360
PEAK HOUR GENERATOR		%09	20%	
NUMBER OF STUDIES	14			
AVERAGE SIZE	103			
MINIMUM RATE	0.40	33	32	99
AVERAGE RATE	2.61	211	210	421
MAXIMUM RATE	7.53	809	209	1,215
STANDARD DEVIATION	2.86			
EQUATION: NOT PROVIDED	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		211	210	421
				A PDS area





1: Ellsworth Road & Ray Road

2020 with PPGN AM Peak Hour

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	210	899	117	363	1173	151	265	901	245	334	2032	326
v/c Ratio	0.79	0.73	0.19	0.81	0.99	0.22	0.87	0.48	0.27	89.0	0.95	0.36
Control Delay	62.4	40.3	2.5	53.1	59.1	10.5	8.89	23.2	6.9	43.9	36.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	1.6	0.0	0.0	0.0
Total Delay	62.4	40.3	2.5	53.1	59.1	10.5	8.89	28.0	8.5	43.9	36.1	8.7
Queue Length 50th (ft)	19	132	0	104	244	30	78	144	37	92	368	61
Queue Length 95th (ft)	#118	174	20	#170	#342	89	#146	183	78	137	#515	115
Internal Link Dist (ft)		158			2442			150			39	
Turn Bay Length (ft)												
Base Capacity (vph)	267	914	604	457	1186	720	305	1870	913	534	2147	911
Starvation Cap Reductn	0	0	0	0	0	0	0	883	496	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.73	0.19	0.79	0.99	0.21	0.87	0.91	0.59	0.63	0.95	0.36

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

1: Ellsworth Road & Ray Road

Hour
/ Peak
PPGN AM
with PF
2020

	1	†	/	>	↓	4	•	←	•	۶	→	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	£	+++	¥C	£	444	*	F	444	*-	F	444	*
Volume (vph)	193	615	108	334	1079	139	244	829	225	307	1869	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
표	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	2082	1583	3433	2082	1583	3433	2082	1583	3433	2082	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	2082	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	210	899	117	363	1173	151	265	901	245	334	2032	326
RTOR Reduction (vph)	0	0	98	0	0	38	0	0	22	0	0	22
Lane Group Flow (vph)	210	899	31	363	1173	113	265	901	190	334	2032	272
Turn Type	Prot	NA	vo+mq	Prot	M	hm+ov	Prot	M	vo+mq	Prot	NA	vo+mq
Protected Phases	7	4	2	m	∞	-	2	2	m	-	9	7
Permitted Phases			4			8			2			9
Actuated Green, G (s)	7.0	16.2	24.2	11.8	21.0	33.9	8.0	33.1	44.9	12.9	38.0	45.0
Effective Green, g (s)	7.0	16.2	24.2	11.8	21.0	33.9	8.0	33.1	44.9	12.9	38.0	45.0
Actuated g/C Ratio	0.08	0.18	0.27	0.13	0.23	0.38	0.09	0.37	0.50	0.14	0.45	0.50
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	267	915	496	450	1186	999	302	1870	860	492	2147	861
v/s Ratio Prot	90:0	0.13	0.01	c0.11	c0.23	0.02	c0.08	0.18	0.03	c0.10	c0.40	0.02
v/s Ratio Perm			0.01			0.02			0.09			0.15
√c Ratio	0.79	0.73	90:0	0.81	0.99	0.17	0.87	0.48	0.22	89.0	0.95	0.32
Uniform Delay, d1	40.8	34.8	24.5	38.0	34.4	18.7	40.5	21.9	12.7	36.6	25.0	13.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.1	3.0	0.1	10.2	23.2	0.1	22.1	0.2	0.1	3.7	9.6	0.2
Delay (s)	54.9	37.9	24.5	48.2	27.6	18.8	62.6	22.1	12.8	40.3	34.6	13.6
Level of Service	Ω	٥	O	٥	ш	В	ш	ပ	В	Ω	O	В
Approach Delay (s)		39.9			52.1			28.1			32.8	
Approach LOS					Ω			O			O	
Intersection Summary												
HCM 2000 Control Delay			37.6	Ĭ	CM 2000	HCM 2000 Level of Service	Service		۵			
HCM 2000 Volume to Capacity ratio	ity ratio		96.0									
Actuated Cycle Length (s)			0.06	S	um of los	Sum of lost time (s)			16.0			
Intersection Capacity Utilization	ion		82.8%	2	U Level	ICU Level of Service			ш			
Analysis Period (min)			12									
c Critical Lane Group												

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Signalized Intersection Capacity Analysis

2: Ellsworth Road & Access 2

2020 with PBGN AM Beak Hour	A Poak	Ī					Z. Eliswollii Nodu & Acce
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	-	4	—	•	۶	→	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Group Flow (vph)	901	216	1196	412	199	2311	
v/c Ratio	0.79	0.26	89.0	0.19	0.50	98.0	
Control Delay	23.4	8.4	19.2	1.3	29.3	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	46.8	
Total Delay	23.4	8.4	19.2	1.3	29.3	63.5	
Queue Length 50th (ft)	144	37	135	7	32	248	
Queue Length 95th (ft)	205	20	179	17	63	#321	
Internal Link Dist (ft)	231		1640			150	
Turn Bay Length (ft)							
Base Capacity (vph)	1232	829	1752	2197	410	2692	
Starvation Cap Reductn	0	0	0	0	0	797	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	0.26	89.0	0.19	0.49	1.22	
Intersection Summary							

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

2: Ellsworth Road & Access 2

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AM Peak	
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2020 with	
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																																				В		12.0	O		
→	SBT	444	2126	1900	4.0	0.91	1.00	1.00	5085	1.00	5085	0.92	2311	0	2311	NA	9		31.1	31.1	0.53	4.0	3.0	2698	c0.45		98.0	11.8	1.00	2.9	14.7	В	15.6	В		HCM 2000 Level of Service		t time (s)	of Service		
<i>≯</i>	NBR SBL	ALL MA		_			0.85 1.00		2787 3433	1.00 0.95	2787 3433		412 199	92 0	347 199	pm+ov Prot	8	2	39.7 6.9		0.68 0.12		3.0 3.0		90.0 90.0		0.17 0.49				25	A				HCM 2000		Sum of lost time (s)	ICU Level of Service		
←	NBT	Γ.	1100						3 5085	1.00	3 5085	2 0.92	911109	0	1196	NA	2		1 20.2		0		3.0	`	3 0.24		_		_		17		14.0	В		15.8	06:0	28.6	71.4%	15	
\ \	WBL WBR	£		_					3433 1583	0.95 1.00	3433 1583	0.92 0.92	901 216	0 4	901 212	Prot pm+ov	80	80			_		3.0 3.0		c0.26 0.03		0.79 0.26		1.00 1.00		10	C	19.2	В			atio				
	Movement	Lane Configurations	Volume (vph)	Ideal Flow (vphpl)	Total Lost time (s)	Lane Util. Factor	Frt		Satd. Flow (prot)	Flt Permitted	Satd. Flow (perm)	Peak-hour factor, PHF	Adj. Flow (vph)	RTOR Reduction (vph)	Lane Group Flow (vph)	Turn Type	Protected Phases	Permitted Phases	Actuated Green, G (s)	Effective Green, g (s)	Actuated g/C Ratio	Clearance Time (s)	Vehicle Extension (s)	(hdh)		√s Ratio Perm	v/c Ratio	Uniform Delay, d1	Progression Factor	Incremental Delay, d2	Delay (s)	Level of Service	Approach Delay (s)	Approach LOS	Intersection Summary	HCM 2000 Control Delay	HCM 2000 Volume to Capacity ratio	Actuated Cycle Length (s)	Intersection Capacity Utilization	Analysis Period (min)	c Critical Lane Group

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Signalized Intersection Capacity Analysis

5: Crismon Road & Ray Road

2020 with PPGN AM Peak Hour

	ì	•	•			-	-		•	
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
109	752	273	133	918	109	197	731	109	1192	
0.48	09.0	0.41	0.59	0.73	0.15	0.77	0.52	0.30	0.90	
22.2	23.5	12.0	27.4	26.0	3.7	34.1	16.2	10.8	29.4	
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
22.2	23.5	12.0	27.4	26.0	3.7	34.1	16.2	10.8	29.4	
28	96	21	32	122	0	40	111	21	224	
26	132	107	#78	164	56	#134	162	44	#355	
	2442			1000			845		327	
227	1322	672	227	1322	712	257	1411	370	1370	
0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	
0.48	0.57	0.41	0.59	69.0	0.15	0.77	0.52	0.29	0.87	
	EBL 109 0.48 22.2 0.0 22.2 28 59 59 0 0 0 0		EBT 752 0.60 23.5 0.00 23.5 0.00 23.5 24.2 24.42 0.00 0.00 0.00 0.00 0.00 0.0	FBT FBR 752 273 0.41 0.50 0.00 0.00 0.00 0.00 0.00 0.00 0.0	EST EBR WBL 752 273 133 752 273 133 235 12.0 27.4 0.0 0.0 0.0 235 12.0 27.4 9 51 35 132 107 #78 2442 132 227 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBT EBR WBL MBT WMT 752 273 133 918 11 0.60 0.41 0.59 918 1 23.5 12.0 27.4 26.0 3 23.5 12.0 27.4 26.0 3 132 107 #78 164 3 2442 100 0 0 0 1322 672 227 1322 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EST EBR WBI WBI MBR 752 273 133 918 109 0.00 0.00 0.15 0.15 0.15 23.5 12.0 27.4 26.0 3.7 0.0 0.0 0.0 0.0 0.0 23.5 12.0 27.4 26.0 3.7 96 51 35 122 0 2442 1000 100 0 0 1322 67.2 227 1322 712 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <td>EST EBR Well WBT MBR NBL 752 273 133 918 109 197 752 273 133 918 109 197 235 12.0 274 26.0 3.7 34.1 96 51 27.4 26.0 3.7 34.1 96 51 35 122 0.4 132 107 #78 164 26 #134 2442 1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>EST EBR WBL WBT WBR NBL NBT 752 273 133 918 109 197 731 752 273 100 0.41 0.59 0.73 0.71 0.52 0 23.5 12.0 27.4 26.0 3.7 34.1 16.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <</td> <td>EST EBR Well WBT MBR NBL NBT SBL 752 273 133 918 109 197 731 109 23.5 12.0 274 26.0 3.7 34.1 16.2 0.30 23.5 12.0 27.4 26.0 3.7 34.1 16.2 10.8 96 51 35 12.2 0 40 0.1 0.0 132 107 #78 164 26 #13 16.2 10.8 2442 1000 #78 1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 132 277 1322 712 257 1411 370 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td>	EST EBR Well WBT MBR NBL 752 273 133 918 109 197 752 273 133 918 109 197 235 12.0 274 26.0 3.7 34.1 96 51 27.4 26.0 3.7 34.1 96 51 35 122 0.4 132 107 #78 164 26 #134 2442 1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EST EBR WBL WBT WBR NBL NBT 752 273 133 918 109 197 731 752 273 100 0.41 0.59 0.73 0.71 0.52 0 23.5 12.0 27.4 26.0 3.7 34.1 16.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 <	EST EBR Well WBT MBR NBL NBT SBL 752 273 133 918 109 197 731 109 23.5 12.0 274 26.0 3.7 34.1 16.2 0.30 23.5 12.0 27.4 26.0 3.7 34.1 16.2 10.8 96 51 35 12.2 0 40 0.1 0.0 132 107 #78 164 26 #13 16.2 10.8 2442 1000 #78 1000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 132 277 1322 712 257 1411 370 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

5: Crismon Road & Ray Road

2020 with PPGN AM Peak Hour

Movement							-					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	je.	444	*	*	444	*	F	₽		F	₩₽	
Volume (vph)	100	692	251	122	845	100	181	533	140	100	928	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.95		1.00	0.95	
Ft	1.00	1.00	0.85	1.00	1.00	0.85	1.00	16.0		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	2082	1583	1770	5085	1583	1770	3429		1770	3458	
Flt Permitted	0.26	1.00	1.00	0.26	1.00	1.00	0.16	1.00		0.28	1.00	
Satd. Flow (perm)	487	2082	1583	487	5085	1583	298	3429		521	3458	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	752	273	133	918	109	197	629	152	109	1009	183
RTOR Reduction (vph)	0	0	22	0	0	75	0	34	0	0	22	0
Lane Group Flow (vph)	109	752	216	133	918	34	197	269	0	109	1170	0
Turn Type	pm+pt	NA	vo+mq	pm+pt	M	vo+mq	pm+pt	M		pm+pt	NA	
Protected Phases	7	4	2	m	∞	-	2	2		-	9	
Permitted Phases	4		4	00		∞	2			9		
Actuated Green, G (s)	18.4	15.3	20.3	18.4	15.3	19.9	30.0	25.0		29.5	24.6	
Effective Green, g (s)	18.4	15.3	20.3	18.4	15.3	19.9	30.0	25.0		29.2	24.6	
Actuated g/C Ratio	0.29	0.24	0.32	0.29	0.24	0.31	0.47	0.39		0.46	0.38	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202	1215	601	202	1215	591	254	1339		327	1329	
v/s Ratio Prot	0.03	0.15	0.03	c0.03	c0.18	0.00	c0.00	0.20		0.02	c0.34	
v/s Ratio Perm	0.13		0.11	0.16		0.02	0.30			0.13		
v/c Ratio	0.54	0.62	0.36	99.0	0.76	90.0	0.78	0.52		0.33	0.88	
Uniform Delay, d1	17.8	21.7	16.8	18.5	22.6	15.5	13.1	14.9		10.4	18.3	
Progression Factor	1:00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.0	0.4	7.5	2.7	0.0	13.8	0.4		9.0	7.1	
Delay (s)	50.5	777	71.7	T.97	25.3	15.5	76.9	15.3		0.1.0	25.4	
Level of Service	د	، ز	20	ر	ا ر	Ω	ر	י מ		2	، ر	
Approach Delay (s)		21.2			24.5			17.7			24.2	
Approach LOS		O			O			Ω			O	
Intersection Summary												
HCM 2000 Control Delay			22.2	Ĭ	CM 2000	HCM 2000 Level of Service	Service		ပ			
HCM 2000 Volume to Capacity ratio	y ratio		0.81									
Actuated Cycle Length (s)			64.0	S	ım of los	Sum of lost time (s)			16.0			
Intersection Capacity Utilization	_		76.2%	೨	U Level	ICU Level of Service			٥			
Analysis Period (min)			12									
c Critical Lane Group												

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Signalized Intersection Capacity Analysis

6: Crismon Road & Access 6

2020 with PPGN AM Peak Hour

→ ≠	NBT SBL SBT	6	0.51 0.03 0.77	28.6	0.0	28.6	-	00			2009 267 1719	0 0 0	0 0 0	0 0 0	0.49 0.03 0.73	
•	NBL	122	0.46	34.8	0.0	34.8	22	#24			267	0	0	0	0.46	
ţ	WBT		0.02						452		693	0	0	0	0.04	
-	WBL		0.31								243	0	0	0	0.31	
†	EBT		0.73					128	298		929	0	0	0	0.	
1	EBL	43	0.12	14.8	0.0	14.8	7	29			329	0	0	0	0.12	
	Lane Group	Lane Group Flow (vph)	v/c Ratio	Control Delay	Queue Delay	Total Delay	Queue Length 50th (ft)	Queue Length 95th (ft)	Internal Link Dist (ft)	Turn Bay Length (ft)	Base Capacity (vph)	Starvation Cap Reductn	Spillback Cap Reductn	Storage Cap Reductn	Reduced v/c Ratio	

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

2020 with PPGN AM Peak Hour

6: Crismon Road & Access 6

FBI FBI WBI WBI WBI NBI NBI NBI SBI SBI			١.	٠				_	-				
1		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
40 0 326 69 0 27 112 870 34 8 1122 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900	rations	#	\$		F	¢£		14	4₽		£.	4₽	
1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900		40	0	326	69	0	27	112	870	34	00	1122	25
40 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0	hpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
1,00	e (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
1100 088 100 088 100 099 100 100 099 1100 100 099 1100 100	tor	1.00	1.00		1.00	1.00		0.97	0.95		0.97	0.95	
0.95 1.00 0.95 1.00 0.95 1.00 0.95 1.00 1.70 1.883 1.770 1.883 34.33 3519 34.33 3528 1.70 1.883 1.70 1.883 34.33 3519 34.33 3528 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 <td< td=""><td></td><td>1.00</td><td>0.85</td><td></td><td>1.00</td><td>0.85</td><td></td><td>1.00</td><td>66.0</td><td></td><td>1.00</td><td>1.00</td><td></td></td<>		1.00	0.85		1.00	0.85		1.00	66.0		1.00	1.00	
1770 1583 1770 1583 3519 3433 3528 0.74 1.00 0.32 1.00 0.95 1.00 0.95 1.00 0.75 1583 6.092 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.75 1583 6.092 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.75 170 0 0.75 0.92 0.92 0.92 0.92 0.92 0.92 0.75 170 0 0.75 0.75 0.92 0.92 0.92 0.92 0.92 0.75 170 0 0 0.23 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
0.74 1.00 0.32 1.00 0.95 1.00 0.95 1.00 1375 1883 601 1883 343 3519 343 3528 192 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 4 0.9 354 75 6 0 122 946 37 9 120 170 0 23 0 29 122 946 37 9 120 171 0 0 23 0 0 9 120 170 0 0 23 0 0 9 124 181 0 0 23 0 0 9 124 4 4 0 0 23 0 0 0 124 4 4 0 0 23 0 0 0 124 4 4 0	rot)	1770	1583		1770	1583		3433	3519		3433	3528	
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30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30 30<	ne (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
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100 100 1.00 1.00 1.00 1.00 1.00 1.00 1	y, d1	18.8	22.1		18.7	19.0		28.1	10.7		29.4	13.8	
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B C C B D B C		19.0	25.2		20.1	19.0		41.3	11.2		32.5	16.3	
245 198 145 C B B B B 169 To be seen of Service B Sum of lost time (s) 16.0 72.5% ICU Level of Service C C 15	ice	В	U		O	В		۵	В		U	В	
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72.5% ICU Level of Service 15	le Length (s)			09.1	ns i	m of lost	time (s)			16.0			
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Pacific Proving Grounds North EPS Group

ICU Level of Service

Synchro 8 Report HCM Unsignalized Intersection Capacity Analysis

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y (s) 0.0 0.0 12.5 B mmary 0.3 1CU Level of Service	0:0		0.0	0.0	0.0	0.0	12.5	0.6			
y (s) 0.0 0.0 12.5 B B mmary 0.3 10.0 Level of Service	SO						В	A			
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mmary 0.3 1CU Level of Service 35.3% 1CU Level of Service	ich LOS						B	⋖			
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35.3% ICU Level of Service	e Delay	0.3									
	ction Capacity Utilization	35.3%	⊡	U Level o	of Service			V			

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Unsignalized Intersection Capacity Analysis

11: Crismon Road & Williams Field Road

2020 with PPGN AM Peak Hour	M Peak	Hour				-		אסט	II. Cilsiildi Noad & Willianis Field Noad	2	2	וממ
	1	†	~	>	ţ	4	•	-	•	۶	-	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	808	318	294	838	272	151	411	250	191	965	471
v/c Ratio	0.83	19.0	0.51	0.58	0.74	0.39	0.61	0.44	0.32	0.46	0.87	0.54
Control Delay	43.2	27.5	16.3	32.6	29.4	11.3	43.0	23.3	0.6	32.2	33.2	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	27.5	16.3	32.6	29.4	11.3	43.0	23.3	0.6	32.2	33.2	11.6
Queue Length 50th (ft)	46	117	11	09	122	20	33	78	42	39	203	100
Queue Length 95th (ft)	#170	151	118	84	159	104	89#	117	29	69	#310	179
Internal Link Dist (ft)		290			,			78			490	
Turn Bay Length (ft)												
Base Capacity (vph)	547	1199	629	547	1180	707	249	934	802	448	1129	875
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	19.0	0.51	0.54	0.71	0.38	0.61	0.44	0.31	0.43	0.85	0.54
Intercoction Summary												

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

11: Crismon Road & Williams Field Road

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PPGN
with
2020

	4	†	<i>></i>	>	ţ	4	•	←	•	۶	→	•
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	K.	+++	¥C.	F	+++	¥C.	K.	‡	¥C.	F	*	*
Volume (vph)	413	704	248	232	737	250	139	378	115	176	888	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	2085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	2082	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.92	0.87	0.78	0.79	0.88	0.92	0.92	0.92	0.46	0.92	0.92	0.92
Adj. Flow (vph)	449	809	318	294	838	272	151	411	250	191	965	471
RTOR Reduction (vph)	0	0	24	0	0	09	0	0	46	0	0	41
Lane Group Flow (vph)	449	809	264	294	838	212	151	411	204	191	965	430
Turn Type	Prot	NA	vo+mq	Prot	NA	vo+mq	Prot	M	vo+mq	Prot	NA	vo+ma
Protected Phases	7	4	2	3	00	-	2	2	က	_	9	7
Permitted Phases			4			00			2			9
Actuated Green, G (s)	10.9	16.3	21.3	10.1	15.5	23.8	2.0	18.3	28.4	8.3	21.6	32.5
Effective Green, g (s)	10.9	16.3	21.3	10.1	15.5	23.8	2.0	18.3	28.4	8.3	21.6	32.5
Actuated g/C Ratio	0.16	0.24	0.31	0.15	0.22	0.34	0.07	0.27	0.41	0.12	0.31	0.47
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	542	1201	280	502	1142	637	248	938	743	412	1107	837
v/s Ratio Prot	c0.13	0.16	c0.03	0.09	c0.16	0.04	0.04	0.12	0.04	90.0	c0.27	0.08
√s Ratio Perm			0.13			0.09			0.09			0.19
v/c Ratio	0.83	0.67	0.46	0.59	0.73	0.33	0.61	0.44	0.27	0.46	0.87	0.51
Uniform Delay, d1	28.1	23.9	19.2	27.5	24.8	16.7	31.1	21.1	13.5	28.3	22.4	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.1	1.5	9.0	1.7	2.5	0.3	4.2	0.3	0.2	0.8	7.7	0.5
Delay (s)	38.2	25.4	19.8	29.2	27.3	17.0	35.2	21.4	13.7	29.1	30.1	13.3
Level of Service	Ω	U	В	O	O	В	۵	O	В	O	O	В
Approach Delay (s)		27.9			25.7			21.6			25.1	
Approach LOS		O			U			U			U	
Intersection Summary												
HCM 2000 Control Delay			25.6	H	3M 2000	HCM 2000 Level of Service	service		ပ			
HCM 2000 Volume to Capacity ratio	ity ratio		0.80									
Actuated Cycle Length (s)			0.69	S	Sum of lost time (s)	time (s)			16.0			
Intersection Capacity Utilization	on		%6'.19	2	U Level o	ICU Level of Service			O			
Analysis Period (min)			12									
c Critical Lane Group												

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Signalized Intersection Capacity Analysis

12: Williams Field Road & Access 12

2020 with PPGN AM Peak Hour

Pacific Proving Grounds North EPS Group

ICU Level of Service

14.8 54.3% 15

Intersection Summary
Average Delay
Intersection Capacity Utilization
Analysis Period (min)

Synchro 8 Report HCM Unsignalized Intersection Capacity Analysis

13: Crismon Road & Access 13

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Movement EBI EBI EBI EBI RBI MBI MB													
1	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
25 0 88 20 0 44 32 562 32 46 1220 Stop	Lane Configurations	*	£		*	£		F	₩.		je-	₩.	
Sinp Sinp Free	Volume (veh/h)	25	0	88	20	0	44	32	299	32	46	1220	100
0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Sign Control		Stop			Stop			Free			Free	
0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	Grade		%0			%0			%0			%0	
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0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.76	Hourly flow rate (vph)	27	0	96	22	0	48	35	611	35	20	1326	109
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1903 2196 717 1557 2233 323 1435 1556 1941 0 1099 1990 323 939 7.5 6.5 6.9 7.5 6.5 6.9 4.1 3.5 4.0 3.3 3.5 4.0 3.3 2.2 49 100 88 79 100 93 94 27 0 22 48 35 407 238 50 884 27 0 22 48 35 0 0 50 0 96 0 48 35 0 0 35 0 0 145.3 9.9 4.4 10.2 673 551 1700 1700 1700 1700 1700 1700 1700	pX, platoon unblocked	0.76	97.0	97.0	97.0	97.0		97.0					
1556 1941 0 1099 1990 323 939 7.5 6.5 6.9 7.5 6.5 6.9 4.1 3.5 4.0 3.3 3.5 4.0 3.3 2.4 49 43 824 102 40 673 551 27 96 22 48 35 407 238 50 884 27 96 22 48 35 407 238 50 884 28 4 102 673 551 1700 1700 936 1700 145 10 673 551 1700 1700 936 1700 1700 152 10 19 6 5 0 0 0 0 0 4 0 152 10 19 6 5 0 0 0 0 0 0 0 1 153 999 A 22.8 B B B A A 3999 A 22.8 B B B B B A 3999 A 22.8 B B B B B A 3999 A 22.8 B B B B B B B B B B B B B B B B B B B	vC, conflicting volume	1903	2196	717	1557	2233	323	1435			949		
1556 1941 0 1099 1990 323 939 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 4.1 7.5 6.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5 6.9 7.5	vC1, stage 1 conf vol												
1556 1941 0 1099 1990 323 939 3.5 6.5 6.9 7.5 6.5 6.9 4.1 3.6 10.0 8.8 79 100 93 20.2 45 100 884 79 100 93 94 27 96 22 40 35 50 0 0 50 0 96 0 48 35 407 238 50 0 0 96 0 48 35 0 0 0 35 0 96 0 0 48 0 0 35 145.3 9.9 49.4 10.8 1700 1700 946 145.3 9.9 49.4 10.8 120 0.0 0 0 0 145.3 9.9 22.8 B B B C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	vC2, stage 2 conf vol												
3.5 6.5 6.9 7.5 6.5 6.9 4.1 3.5 4.0 3.3 3.5 4.0 3.3 2.2 45 100 88 79 100 93 94 49 43 824 102 40 673 551 27 96 22 48 35 40 238 50 0 70 96 00 49 824 102 673 551 1700 1700 52 10 96 02 48 51 10 01 00 05 52 10 96 02 68 0 0 0 0 0 0 145.3 9.9 44 108 120 0.0 0 0 0 F A E B B B A A 3.1 Illization 52.9% ICU Level of Service A	vCu, unblocked vol	1556	1941	0	1099	1990	323	939			949		
3.5 4.0 3.3 3.5 4.0 3.3 2.2 4.0 4.0 4.3 2.2 4.0 4.3 8.2 4.0 4.3 8.2 4.0 6.7 5.1 6.1 6.1 6.1 6.1 6.1 6.1 6.1 6.1 6.1 6	.C, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
3.5 4.0 3.3 3.5 4.0 3.3 2.2 4.4 4.5 100 88 79 94 4.5 100 88 79 94 4.5 100 88 79 94 4.5 100 8.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10	.C, 2 stage (s)												
45 100 88 79 100 93 94 EB1 EB2 WB1 NB2 NB1 SB1 SB1 SB2	F (S)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
EB 1 EB 2 WB 1 102 A0 673 551 SB 2 SB 2 SB 2 SB 2 SB 2 SB 3 SB 1 SB 2 SB 3 SB 1 SB 2 SB 3	oo queue free %	42	100	88	79	100	93	94			95		
EB 1 EB 2 WB 1 WB 2 NB 1 NB 2 NB 3 SB 1 SB 2 S 2 SB 4 SB 2 SB 3 S 5 MB 2 SB 3 S 5 SB 4 SB 2 SB 3 S 5 SB 4 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5 S 5	cM capacity (veh/h)	46	43	824	102	40	673	551			936		
27 96 22 48 35 407 238 50 884 27 0 22 0 35 0 0 50 0 49 824 102 673 551 1700 1700 936 1700 0.55 0.12 0.21 0.07 0.06 0.24 0.14 0.05 0.52 (145.3 9.9 49.4 10.8 12.0 0.0 0.0 9.1 0.0 145.5 8.9 8.8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3		
27 0 22 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume Total	27	96	22	48	35	407	238	20	884	551		
0 96 0 48 0 35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Volume Left	27	0	22	0	32	0	0	20	0	0		
49 824 102 673 551 1700 1700 936 1700 0.55 0.12 0.21 0.07 0.06 0.24 0.14 0.05 0.52 0.52 0.9 1 0.07 0.06 0.24 0.14 0.05 0.52 0.52 0.0 0 0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 9.1 0.0 0.0 0.0 9.1 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Volume Right	0	96	0	48	0	0	35	0	0	109		
0.55 0.12 0.21 0.07 0.06 0.24 0.14 0.05 0.52 52 10 19 6 5 0 0 0 4 0 0 145.3 99 94.4 108 12.0 0.0 0.0 91 0.0 E 8 8 8 0.6 0.3 E C 3.1	SSH	49	824	102	673	551	1700	1700	936	1700	1700		
145.3 10 19 6 5 0 0 4 0 145.3 9.9 49.4 10.8 12.0 0.0 0.0 9.1 0.0 0.0 F A E B B A A A A A A A A A A A A A A A A	Volume to Capacity	0.55	0.12	0.21	0.07	90.0	0.24	0.14	0.05	0.52	0.32		
s) 145.3 9.9 49.4 10.8 12.0 0.0 0.0 9.1 0.0 F A E B B A A V(s) 39.9 22.8 0.6 0.3 mmary and the state of Service A (min) 15	Queue Length 95th (ft)	25	10	19	9	2	0	0	4	0	0		
y (s) 39.9 22.8 B B A A C E B B B A A C E B B B A A C C C C C C C C C C C C C C C	Control Delay (s)	145.3	6.6	49.4	10.8	12.0	0.0	0.0	9.1	0.0	0.0		
y(s) 39.9 22.8 0.6 0.3 nmary C C C acity Utilization 52.9% ICU Level of Service (min) 15 ICU Level of Service	Lane LOS	ш	A	ш	В	В			V				
E C C State	Approach Delay (s)	39.9		22.8		9.0			0.3				
mmary 3.1 52.9% ICU Level of Service (min) 15	Approach LOS	ш		S									
3.1 3.1 Pacity Utilization 52.9% ICU Level of Service (min) 15	Intersection Summary												
Utilization 52.9% ICU Level of Service 15	Average Delay			3.1									
	Intersection Capacity Utilizati	tion		52.9%	⊇	J Level o	f Service			V			
	Analysis Period (min)			15									

Pacific Proving Grounds North EPS Group

Synchro 8 Report HCM Unsignalized Intersection Capacity Analysis

30: Ellsworth Road & Williams Field Road

2020 with PPGN AM Peak Hour	M Peak	Hour										
	4	1	~	>	ţ	4	•	←	4	۶	→	*
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	247	561	136	131	1346	277	288	935	139	195	633	307
v/c Ratio	1.05	0.33	0.22	0.42	0.79	0.40	19.0	89.0	0.25	0.85	0.61	0.62
Control Delay	116.2	29.5	6.1	30.7	38.1	7.6	41.6	38.9	2.3	71.3	42.6	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.2	29.5	6.1	30.7	38.1	7.6	41.6	38.9	2.3	71.3	42.6	18.0
Queue Length 50th (ft)	~144	110	0	64	314	17	141	221	0	06	152	54
Queue Length 95th (ft)	#319	160	40	107	364	8	195	268	0	#146	172	147
Internal Link Dist (ft)		95			310			-			1640	
Turn Bay Length (ft)												
Base Capacity (vph)	236	1702	620	333	1764	707	435	1764	674	235	1486	616
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.33	0.22	0.39	0.76	0.39	99.0	0.53	0.21	0.83	0.43	0.50

30: Ellsworth Road & Williams Field Road

2020 with PPGN AM Peak Hour

	1	†	<u> </u>	-	Ļ	4	•	←	•	۶	→	*
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	444	¥C	<i>y</i> -	444	¥C	je-	444	¥C	*	444	*
Volume (vph)	215	522	1117	105	1104	244	245	860	82	158	513	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	2.0	7.0	7.0	2.0	7.0	7.0	2.0	7.0	7.0	2.0	7.0	7.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Fit Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	2082	1583	1770	2082	1583	1770	2082	1583	1770	2082	1583
Flt Permitted	0.15	1.00	1.00	0.31	1.00	1.00	0.32	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	288	2809	1583	575	2809	1583	296	2809	1583	331	2082	1583
Peak-hour factor, PHF	0.87	0.93	98.0	0.80	0.82	0.88	0.85	0.92	19.0	0.81	0.81	06:0
Adj. Flow (vph)	247	261	136	131	1346	277	288	935	139	195	633	307
RTOR Reduction (vph)	0	0	91	0	0	161	0	0	102	0	0	173
Lane Group Flow (vph)	247	561	45	131	1346	116	288	935	37	195	633	134
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		m	∞		2	2			9	
Permitted Phases	4		4	∞		∞	2		2	9		9
Actuated Green, G (s)	38.5	36.5	36.5	36.7	36.7	36.7	46.3	29.6	29.6	32.2	22.5	22.5
Effective Green, g (s)	38.5	36.5	36.5	36.7	36.7	36.7	46.3	29.6	29.6	32.2	22.5	22.5
Actuated g/C Ratio	0.35	0.33	0.33	0.33	0.33	0.33	0.42	0.27	0.27	0.29	0.20	0.20
Clearance Time (s)	2.0	7.0	7.0	2.0	7.0	7.0	2.0	7.0	7.0	2.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	236	1685	524	303	1695	527	429	1367	425	223	1039	323
v/s Ratio Prot	c0.10	0.11		0.04	c0.26		c0.10	0.18		c0.08	0.12	
v/s Ratio Perm	c0.27		0.03	0.10		0.07	0.18		0.02	c0.18		0.08
v/c Ratio	1.05	0.33	0.09	0.43	0.79	0.22	19.0	89.0	0.09	0.87	0.61	0.41
Uniform Delay, d1	38.1	27.7	25.3	26.7	33.3	26.4	30.6	36.1	30.1	43.2	39.8	38.1
Progression Factor	1:00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	71.3	0.1	0.1	1.0	2.7	0.2	4.1	1.4	0.1	29.3	1.0	0.9
Delay (s)	109.4	27.8	25.4	27.7	35.9	26.6	34.7	37.5	30.2	72.5	40.8	38.9
Level of Service	ш	ပ	O	O	۵	ပ	ပ	٥	ပ	ш	۵	٥
Approach Delay (s)		48.8			33.8			36.2			45.8	
Approach LOS		Ω			O						Ω	
Intersection Summary												
HCM 2000 Control Delay			39.8	Ĭ	HCM 2000 Level of Service	Level of	Service		Ω			
HCM 2000 Volume to Capacity ratio	ity ratio		0.93									
Actuated Cycle Length (s)			110.1	S	Sum of lost time (s)	time (s)			24.0			
Intersection Capacity Utilization	ion		78.6%	2	ICU Level of Service	of Service			Ω			
Analysis Period (min)			12									
 Critical Lane Group 												

Synchro 8 Report HCM Signalized Intersection Capacity Analysis

Pacific Proving Grounds North EPS Group

Synchro 8 Report Queues

Pacific Proving Grounds North EPS Group

<sup>Volume exceeds capacity, queue is theoretically infinite.

Oueue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.</sup>

14: Collector A & Cadence Boulevard

2020 with PPGN AM Peak Hour

Int Delay, s/veh

14: Collector A & Cadence Boulevard

11 0 Stop None

92 2 12

0 0 2 2 0

Vol, vetvin
Conflicting Pecks, #/hr
Sign Control
RT Channelized
Storage Length
Veh in Median Storage, #
Grade, %
Grade, %
Median Yether Feck Heavy Vehicles, %
Mmmt Flow

2020 with PPGN AM Peak Hour

Int Delay, s/veh	1.8										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	4	172	12		11	471	2		36	0	33
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free		Free	Free	Free	0,	Stop	Stop	Stop
RT Channelized	•	٠	None			٠	None			٠	None
Storage Length	1	٠	•			٠	1		ì	ì	•
Veh in Median Storage, #	•	0	•			0	•			0	•
Grade, %	•	0	•			0	•		,	0	İ
Peak Hour Factor	92	92	35		35	92	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	4	187	13		12	212	2		39	0	36
Major/Minor	Major1			2	Major2			Mii	Minor1		
Conflicting Flow All	514	0	0		200	0	0		745	740	193
Stage 1		٠	٠			٠	٠		202	202	•
Stage 2	•	٠	•			٠	•		543	538	•
Critical Hdwy	4.12	٠	٠		4.12	٠	•		7.12	6.52	6.22
Critical Hdwy Stg 1	•	٠	•			٠	•		6.12	5.52	•
Critical Hdwy Stg 2	•	٠	٠			٠	٠		6.12	5.52	•
Follow-up Hdwy	2.218	•	•		2.218	٠	•	33	3.518	4.018	3.318
Pot Cap-1 Maneuver	1052		٠		1372		٠		330	345	849
Stage 1	•	•	•			•	•		800	734	
Stage 2	•	٠	٠			٠	٠		524	522	•
Platoon blocked, %		•	٠			٠	٠				
Mov Cap-1 Maneuver	1052	٠	٠		1372	٠	٠		319	339	849
Mov Cap-2 Maneuver	•	•	•		•	٠	•		319	339	,
Stage 1	•	٠	٠		٠	٠	٠		797	731	٠
Stage 2		•	•			•	•		202	516	
Approach	EB				WB				NB		
HCM Control Delay, s	0.2				0.2				14.5		
HCM LOS									Ω		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	455	1052	٠		1372	٠	٠	424			
HCM Lane V/C Ratio	0.165	0.004	•	,	600.0	٠	•	0.046			
HCM Control Delay (s)	14.5	8.4	0		7.6	0	٠	13.9			
HCM Lane LOS	a	⋖	A		⋖	⋖	٠	œ			
HCM 95th %tile Q(veh)	9.0	0	•		0			0.1			

| Minor2 | 757 | 746 | 513 | 537 | 520 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 220 | 2318 | 2318 | 3318 | 3318 | 334 | 342 | 551 | 528 | 523 | 220 | 220 | 239 | 220 | 239 | 220 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230 | 230

Major/Minor
Conflicting Flow All
Stage 1
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Sig 1
Critical Hdwy Sig 2
Follow-up Hdwy
Pot Cap 1 Maneuver
Stage 1
Stage 2
Platroon blocked, %
Mov Cap 2 Maneuver
Mov Cap 2 Maneuver
Stage 1
Stage 2
Stage 2
Stage 2
Stage 2
Stage 2

561

337 337 517 726

307 307 526 746

SB 13.9 B

Approach HCM Control Delay, s HCM LOS

Minor Lane/Major Mymt

Pacific Proving Grounds North - Internal Roads EPS Group

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Synchro 8 Report HCM 2010 TWSC

15: Collector B & Cadence Boulevard

2020 with PPGN AM Peak Hour

Intersection											
Int Delay, s/veh	1.5										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	9	199	7		2	444	2		22	0	15
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop
RT Channelized	•	٠	None		٠	٠	None		,	٠	None
Storage Length	•	•	٠		1	•	•		ì	1	•
Veh in Median Storage, #		0	٠		٠	0	٠		٠	0	
Grade, %	•	0	٠		٠	0	٠		٠	0	
Peak Hour Factor	92	92	92		92	92	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	7	216	00		2	483	2		24	0	16
Major/Minor	Major1			_	Major2			2	Minor1		
Conflicting Flow All	488	0	0		224	0	0		739	732	220
Stage 1		٠	٠		٠	٠	٠		233	233	٠
Stage 2						٠	•		206	499	
Critical Hdwy	4.12	٠	٠		4.12	٠	٠		7.12	6.52	6.22
Critical Hdwy Stg 1	•	٠	٠		٠	٠	٠		6.12	5.52	
Critical Hdwy Stg 2		٠	٠		٠	٠	٠		6.12	5.52	
Follow-up Hdwy	2.218	٠	٠		2.218	٠	٠		3.518	4.018	3.318
Pot Cap-1 Maneuver	1075		٠		1345	٠	٠		333	348	820
Stage 1	٠	•	٠			٠	•		770	712	·
Stage 2	•	٠	٠		٠	٠			549	544	,
Platoon blocked, %			٠			٠	٠				
Mov Cap-1 Maneuver	1075	٠	٠		1345	٠	٠		319	344	820
Mov Cap-2 Maneuver	•	•	•		•	٠	٠		319	344	,
Stage 1	•	•	٠		٠	•	٠		765	707	
Stage 2	•	•	•		•	•	•		278	541	
Approach	EB				WB				NB		
HCM Control Delay, s	0.2				0.1				14.4		
HCM LOS									В		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	424	1075		٠	1345	٠	٠	427			
HCM Lane V/C Ratio	0.095	900.0	•	,	0.004	٠	٠	0.084			
HCM Control Delay (s)	14.4	8.4	0	٠	7.7	0	٠	14.2			
HCM Lane LOS	В	⋖	⋖		A	⋖	•	В			
HCM 95th %tile Q(veh)	0.3	0	,	,	0		•	0.3			

Pacific Proving Grounds North - Internal Roads EPS Group

Synchro 8 Report HCM 2010 TWSC

15: Collector B & Cadence Boulevard

2020 with PPGN AM Peak Hour

Note SR SR SR SR
SBL SBT 15 0 0 16 0 0 0 17 0 0 0 18 0 0 0 19 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0 10 0 0 0
SBL SBT 15 0 16 0 Stop Stop Stop Stop Stop Stop 17 7 73 73 73 73 73 73 73 73 73 73 73 73
92, # - 0 90, # - 0 92, # - 0 92 92 93 92 94% 49% 49% 49% 49% 49% 49% 49% 49% 49%
9e, #
Stop Stop Stop Stop Stop Stop Stop Stop
9e,# - 0 10 10 10 10 10 10 10 10 10
9e, #
9e,# - 0 70 71 Minor2 2 2 2 2 3 496 496 496 496 496 241 237 712 6,12 6,12 6,12 6,12 6,52 6,12 6,52 6,12 6,52 6,12 6,52 6,12 7,13 3,44 3,44 7,42 7,42 8,52 8,545 7,62 7,62 7,62 7,62 7,63 7,63 7,63 8,645 7,62 7,63 8,645 7,62 7,63 8,645 7,62 7,63 8,645 7,62 7,63 8,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,645 7,6
Minor 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Minor 2 92 92 92 92 92 92 92 92 92 92 92 92 9
Minor2 16 0 Minor2 737 737 733 496 496 496 496 496 411 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 7.12 7.12 7.12 7.12 8.84 8.84 8.84 8.84 8.84 8.84 8.84 8.8
Minor 2 737 733 733 733 733 733 733 733 733 7
Minor2 737 733 496 496 496 241 237 7.12 6.52 6.12 5.52 6.12 5.52 6.12 5.54 3.548 3.34 3.48 5.56 5.45 7.62 7.62 7.62 7.62 7.62 7.62 7.62 7.62
Minor 2 737 733 749 6 496 496 496 496 241 237 7.12 6.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 5.52 6.12 7.09 7.04 7.04 7.04 7.04 7.04 7.04 7.04 7.04
737 733 736 496 496 496 496 241 237 7.12 6.52 6.12 5.52 6.12 5.52 251 251 251 251 251 251 251 251 251 2
496 496 496 497 497 497 497 497 497 497 497 497 497
241 237 7.12 6.52 6.12 6.52 6.12 5.52 8.518 4.018 3.34 3.48 5.56 5.45 762 709 7 324 344 7 324 344 7 324 344 8 324 344 8 324 344 8 324 344 7 14.2
7.12 6.52 6.12 6.52 6.12 5.52 8.518 4.018 334 348 556 545 762 709 72 704 72 704 72 704 72 704 72 704 72 704 72 704
6,12 5,52 6,12 5,52 3,518 4,018 334 348 556 545 762 709 7 324 344 7 324 344 7 704 8 55 8 742 704
6.12 5.52 3.518 4.018 3.54 3.48 5.56 5.45 7.62 709 7.2 709 7.2 709 7.3 74 344 7.4 742 704 8. 14.2
3.518 4.018 334 348 556 545 762 709 77 324 344 7 324 344 7 324 344 742 552 542 742 704 8 14.2
334 348 556 545 762 709 324 344 324 344 552 542 742 704 14.2
556 545 762 709 324 344 324 344 552 542 742 704 SB
762 709 324 344 324 344 552 542 742 704 SB
324 344 324 344 552 542 742 704 SB
324 344 324 344 552 542 742 704 SB 14.2
324 344 552 542 742 704 SB 14.2
552 542 742 704 SB 14.2
742 SB 14.2
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Pacific Proving Grounds North - Internal Roads EPS Group

16: Collector C & Cadence Boulevard

2020 with PPGN AM Peak Hour

Intersection											
Int Delay, s/veh	1.5										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	2	214	∞		7	414	4		25	0	22
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop
RT Channelized	•	•	None		٠		None		٠	٠	None
Storage Length	•	•	•			1	1		٠	٠	•
Veh in Median Storage, #		0	٠		٠	0	٠		٠	0	
Grade, %		0	•		٠	0	•			0	İ
Peak Hour Factor	92	92	45		92	45	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	S	233	6		∞	450	4		27	0	24
Major/Minor	Major1				Major2				Minor1		
Conflicting Flow All	454	0	0		241	0	0		724	718	237
Stage 1	•	٠	٠		٠	٠	٠		248	248	٠
Stage 2	•	•	•						476	470	
Critical Hdwy	4.12	•			4.12		٠		7.12	6.52	6.22
Critical Hdwy Stg 1	•	•	•			1	٠		6.12	5.52	•
Critical Holwy Stg 2	•	٠	٠		٠	٠	٠		6.12	5.52	•
Follow-up Hdwy	2.218	•	•		2.218	٠	•		3.518	4.018	3.318
Pot Cap-1 Maneuver	1107	٠	٠		1326	٠	٠		341	322	802
Stage 1		•	•		•	٠	•		756	701	
Stage 2		٠	٠		٠	٠	٠		220	260	
Platoon blocked, %		•	٠			•	•				
Mov Cap-1 Maneuver	1107	٠	٠		1326	٠	٠		329	320	802
Mov Cap-2 Maneuver	•	•	•		•	•	•		329	320	'
Stage 1		٠	٠		٠	٠	٠		752	269	
Stage 2									220	226	
Annroach	ä				WB				aN		
HCM Control Delay s	0.0				0 1				13.0		
HCM LOS									В		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	454	1107	٠	٠	1326	٠	٠	445			
HCM Lane V/C Ratio	0.113	0.005	٠	٠	900.0	٠	•	0.064			
HCM Control Delay (s)	13.9	8.3	0	٠	7.7	0	٠	13.6			
HCM Lane LOS	В	A	A		⋖	A	•	В			
HCM 95th %tile Q(veh)	0.4	0	•	•	0			0.5			

Pacific Proving Grounds North - Internal Roads EPS Group

Synchro 8 Report HCM 2010 TWSC

16: Collector C & Cadence Boulevard

2020 with PPGN AM Peak Hour

Movement SBL SBT Vol. vehrh 11 0 Conflicting Peds, #/hr 0 0 Storage Length - - Veh in Median Storage, # - - Storage Length - - Peak Hour Factor 92 92 Heavy Vehides, % - 0 Peak Hour Factor 92 92 Heavy Vehides, % - 0 Major/Minor 12 72 Conflicting Flow All 727 719 Stage 1 467 467 Stage 2 260 252 Critical Howy 12 60 Stage 1 467 467 Stage 2 260 252 Critical Howy 512 552 Critical Howy 612 552 Follow-up Howy 3.518 4.018 Follow-up Howy 3.518 4.018	SBR 15 0 Slop None 92 2 2 16
SBL 11 11 11 11 11 11 11 11 11 11 11 11 11	SBR 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SBL 11 11 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SBR 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
90,#	15 0 0 Stop None - - 92 2 2 16 16
Stop Stop - - - - - - - - - - - - -	Supp None 92 2 2 16
Stop	Stop None 92 2 2 2 16
96,#	None
99,# - 92	
92, # - 92 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	92 2 2 16 452
9 2 2 2 12 12 12 12 12 12 12 12 12 12 12	92 2 16 452
92 2 12 727 727 467 260 7.12 6.12 6.12 6.13	92 2 16 16
Minor2 727 727 467 260 7,12 6,12 6,12 6,13	2 16 452
Minor2 727 727 467 260 7.12 6.12 6.12 6.13	16 452
Minor2 727 467 260 7.12 6.12 6.12 6.13	452
Minor2 727 727 467 260 7.12 6.12 6.12 6.13	452
727 467 260 27.12 6.12 6.12 6.13	452
467 260 7.12 6.12 6.12 3.518	
260 7.12 6.12 6.12 3.518	
7.12 6.12 6.12 3.518	
6.12 6.12 3.518	6.22
6.12	
3.518	
	3.318
uver 339	809
576	
745	
326	809
Mov Cap-2 Maneuver 326 349	
573	
Stage 2 719 695	
Approach	
HCM Control Delay, s 13.6	
HCM LOS B	

Pacific Proving Grounds North - Internal Roads EPS Group

Intersection			
Intersection Delay, s/veh	6.7		
Intersection LOS	۷		
Approach	EB	NB	SB
Entry Lanes	<u></u>	<u>_</u>	_
Conflicting Circle Lanes	-	-	-
Adj Approach Flow, veh/h	269	443	40
Demand Flow Rate, veh/h	274	452	40
Vehicles Circulating, veh/h	16	8	447
Vehicles Exiting, veh/h	471	282	13
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.6	7.5	5.6
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR		TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	274	452	40
Cap Entry Lane, veh/h	1112	1121	723
Entry HV Adj Factor	0.982	0.980	0.992
Flow Entry, veh/h	269	443	40
Cap Entry, veh/h	1092	1098	717
V/C Ratio	0.246	0.403	0.055
Control Delay, s/veh	5.6	7.5	5.6
SOT	Α	A	А
95th %tile Queue, veh	-	2	0

Pacific Proving Grounds North - Internal Roads Synchro 8 Report EPS Group

2020 with PPGN AM Peak Hour

nt Delay, s/veh	2.1						
Movement	MRI	QAW		NRT	NBD	87	CRT
MOVELIICILI	WDL.	NO.		LIGHT CLASS	NDN 1	JOC	100
Vol, Venyn	4/	19		/cs	9	_	72/
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	•	None		•	None	•	None
Storage Length	0	•		•			٠
Veh in Median Storage, #	0			0			0
Grade, %	0			0		•	0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
vlvmt Flow	51	22		388	17	18	258
Major/Minor	Minor1			Major1		Major2	
Conflicting Flow All	692	397		0	0	405	0
Stage 1	397						٠
Stage 2	295						
Critical Hdwy	6.42	6.22				4.12	
Critical Hdwy Stg 1	5.42	•		•			٠
Critical Hdwy Stg 2	5.42						
Follow-up Hdwy	3.518	3.318		•	,	2.218	•
Pot Cap-1 Maneuver	410	652		•		1154	٠
Stage 1	619	•				•	
Stage 2	755	•		•		•	
Platoon blocked, %				•			
Mov Cap-1 Maneuver	403	652				1154	
Mov Cap-2 Maneuver	403	•		•		•	
Stage 1	619	•		•		•	٠
Stage 2	741	•		•			•
Approach	WB			NB		SB	
HCM Control Delay, s	14.1			0		0.5	
HCM LOS	Ω						
Minor Lane/Major Mymt	NBT	NBR WBIn1	SB	SBT			
Capacity (veh/h)		- 503	1154				
HCM Lane V/C Ratio		- 0.212	0.016				
HCM Control Delay (s)		- 14.1	8.2	0			
HCM Lane LOS			d	ο Δ			

Pacific Proving Grounds North - Internal Roads EPS Group

14: Collector A & Cadence Boulevard

2020 with PPGN PM Peak Hour

Int Delay, s/veh	1.6										
	Č	Ė	2		Š	H		ı	Š	H	2
Movement	EBL	EBI	EBK		WBL	WBI	WBK		NBL	NBI	NBK
Vol, veh/h	12	236	41		37	325	∞		24	0	22
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free	_	Free	Free	Free		Stop	Stop	Stop
RT Channelized	•	•	None		,	٠	None		٠	٠	None
Storage Length		•	•		ì	٠	1		٠	1	
Veh in Median Storage, #		0	٠			0	٠		٠	0	
Grade, %	•	0	٠			0	٠		٠	0	
Peak Hour Factor	92	92	92		35	92	92		92	92	92
Heavy Vehicles, %	2	2	2		2	2	2		2	2	2
Mvmt Flow	13	583	45		40	353	6		56	0	24
Major/Minor	Major1			Ma	Major2			2	Minor1		
Conflicting Flow All	362	0	0		627	0	0		1073	1073	909
Stage 1		٠	٠			٠	٠		631	631	
Stage 2		•				٠	٠		442	442	
Critical Holwy	4.12	•			4.12	٠	٠		7.12	6.52	6.22
Critical Hdwy Stg 1	•	•	•		÷	٠	٠		6.12	5.52	•
Critical Hdwy Stg 2	•	٠	٠			٠	٠		6.12	5.52	•
Follow-up Hdwy	2.218	•	•	2	2.218	•	•		3.518	4.018	3.318
Pot Cap-1 Maneuver	1197	٠	٠		955	٠	٠		198	220	498
Stage 1		•	•			٠	•		469	474	
Stage 2		٠	٠		·	٠	٠		294	216	
Platoon blocked, %		•	•			•	1				
Mov Cap-1 Maneuver	1197	٠	٠		955	٠	٠		186	202	498
Mov Cap-2 Maneuver	•	•	•		í	•	•		186	202	
Stage 1	•	•	٠			٠	٠		461	466	•
Stage 2	•	•			÷		•		227	246	
Approach	EB				WB				NB		
HCM Control Delay, s	0.2				6.0				21.6		
HCM LOS									S		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR \	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	266	1197	٠		955	٠	٠	311			
HCM Lane V/C Ratio	0.188	0.011	•	- 0	0.042	•	•	0.042			
HCM Control Delay (s)	21.6	∞	0		8.9	0	٠	17.1			
HCM Lane LOS	O	A	A		V	V	٠	ပ			
HCM 95th %tile Q(veh)	0.7	0	•		0.1			0.1			

Pacific Proving Grounds North - Internal Roads EPS Group

Synchro 8 Report HCM 2010 TWSC

14: Collector A & Cadence Boulevard

2020 with PPGN PM Peak Hour

Int Delay, s/veh Movement			
Movement			
Movement			
	SBL	SBT	SBR
Vol, veh/h	2	0	7
Conflicting Peds, #/hr	0	0	0
Sign Control	Stop	Stop	Stop
RT Channelized			None
Storage Length		•	
Veh in Median Storage, #		0	
Grade, %	•	0	
Peak Hour Factor	92	92	92
Heavy Vehicles, %	2	2	2
Mvmt Flow	2	0	8
Major/Minor	Minor2		
Conflicting Flow All	1081	1091	358
Stage 1	438	438	
Stage 2	643	653	
Critical Hdwy	7.12	6.52	6.22
Critical Hdwy Stg 1	6.12	5.52	
Critical Hdwy Stg 2	6.12	5.52	
Follow-up Hdwy	3.518	4.018	3.318
Pot Cap-1 Maneuver	195	215	989
Stage 1	265	216	
Stage 2	462	464	
Platoon blocked, %			
Mov Cap-1 Maneuver	176	200	989
Mov Cap-2 Maneuver	176	200	
Stage 1	287	549	
Stage 2	432	456	
Approach	SB		
HCM Control Delay, s	17.1		
HCM LOS	ပ		
	٥		

Pacific Proving Grounds North - Internal Roads EPS Group

15: Collector B & Cadence Boulevard

2020 with PPGN PM Peak Hour

:											ì
Intersection											
Int Delay, s/veh	1.2										
Movement	EBL	EBT	EBR		WBL	WBT	WBR		NBL	NBT	NBR
Vol, veh/h	21	517	22		16	344	16		14	0	10
Conflicting Peds, #/hr	0	0	0		0	0	0		0	0	0
Sign Control	Free	Free	Free		Free	Free	Free		Stop	Stop	Stop
RT Channelized	'		None		,	٠	None			٠	None
Storage Length	•	•	٠		•	•	•		ì	٠	
Veh in Median Storage, #		0	٠		٠	0	٠			0	
Grade, %	•	0	٠		٠	0	٠		٠	0	
Peak Hour Factor	92	92	92		45	35	92		92	92	92
Heavy Vehicles, %	2	2	2 - 2		2	2	2 7,		2	7	7 7
MVMT Flow	73	202	17		=	3/4	=		2	0	=
Major/Minor	Major1			2	Major2			≖	Minor1		
Conflicting Flow All	391	0	0		289	0	0		1045	1047	576
Stage 1		•	٠		٠	٠	٠		621	621	
Stage 2					٠	٠	٠		424	426	
Critical Hdwy	4.12		٠		4.12	٠	٠		7.12	6.52	6.22
Critical Hdwy Stg 1	•	٠	٠		٠	٠	٠		6.12	5.52	
Critical Hdwy Stg 2		•	٠			٠	•		6.12	5.52	٠
Follow-up Hdwy	2.218	•	•		2.218	•	•	(-)	3.518	4.018	3.318
Pot Cap-1 Maneuver	1168	•	٠		986	٠	٠		207	228	217
Stage 1	•	•	٠		٠	•	•		475	479	
Stage 2	•	•	٠		•	•	,		809	286	٠
Platoon blocked, %		•	٠			•	•				
Mov Cap-1 Maneuver	1168	٠	٠		986	٠	٠		195	217	217
Mov Cap-2 Maneuver	1	•	•		٠	٠	٠		195	217	
Stage 1	•	•	٠		٠	٠	٠		461	465	
Stage 2		•	•		ì	•	•		283	573	
Approach	EB				WB				NB		
HCM Control Delay, s	0.3				0.4				20.2		
HCM LOS									ပ		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	263	1168		٠	986	٠	٠	317			
HCM Lane V/C Ratio	0.099	0.02	٠		0.018	٠	•	0.075			
HCM Control Delay (s)	20.2	8.1	0		8.7	0	٠	17.3			
HCM Lane LOS	O	⋖	⋖		V	⋖	•	ပ			
HCM 95th %tile Q(veh)	0.3	0.1	•	,	0.1			0.2			

Pacific Proving Grounds North - Internal Roads EPS Group

Synchro 8 Report HCM 2010 TWSC

2020 with PPGN PM Peak Hour

15: Collector B & Cadence Boulevard

Int Delay, s/veh Movement				
Movement				
Movement				
	SBL	SBT	SBR	
Vol, veh/h	10	0	12	
Conflicting Peds, #/hr	0	0	0	
Sign Control	Stop	Stop	Stop	
RT Channelized		٠	None	
Storage Length		٠		
Veh in Median Storage, #		0		
Grade, %		0	,	
Peak Hour Factor	92	92	92	
Heavy Vehicles, %	2	2	2	
Mvmt Flow	11	0	13	
Major/Minor	Minor2			
Conflicting Flow All	1044	1052	383	
Stage 1	417	417		
Stage 2	627	635		
Critical Hdwy	7.12	6.52	6.22	
Critical Hdwy Stg 1	6.12	5.52		
Critical Hdwy Stg 2	6.12	5.52		
Follow-up Hdwy	3.518	4.018	3.318	
Pot Cap-1 Maneuver	207	227	664	
Stage 1	613	591		
Stage 2	471	472		
Platoon blocked, %				
Mov Cap-1 Maneuver	195	216	664	
Mov Cap-2 Maneuver	195	216		
Stage 1	262	578		
Stage 2	448	458		
Approach	SB			
HCM Control Delay, s	17.3			
HCM LOS	S			

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16: Collector C & Cadence Boulevard

2020 with PPGN PM Peak Hour

Int Delay, s/veh

16: Collector C & Cadence Boulevard

10 O Stop None

92 2 11

0 0 2 2 0

Vol, vetvih
Conflicting Pects, #/hr
Sign Control
Sign Control
RT Channelized
Storage Length
Veh in Median Storage, #
Grade, &
Peak Hour Factor
Heavy Vehices, %
Mmmt Flow

2020 with PPGN PM Peak Hour

EBT EBR 491 29 0 0 Free Free - None 0 - 0 92 92 2 2 2 534 32	WBL 25 25 16 16 16 16 16 16 16 16 16 16 16 16 16	350 0	WBR 12	NBL 17	NBT	NBR
	WBL 25 25 10 Free 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	350 0	WBR 12	NBL 17	NBT	NBR
-	WBL 25 25 0 0 Free Free	350 0 0	WBR 12	NBL 17	NBT	NBR
_	25 0 0 Free	350	12	17		
_	Free	0			0	14
_	Free	L	0	0	0	0
		100	Free	Stop	Stop	Stop
3 6			None	•	٠	None
6 8	' ' '	•	٠	•	٠	
	' '	0		•	0	٠
	4	0		•	0	
	92	45	92	92	92	92
	2	2	2	2	2	2
	27	380	13	18	0	15
	Major2			Minor1		
	292	0	0	1031	1032	549
		٠		584	584	٠
		٠		447	448	
	4.12			7.12	6.52	6.22
	•	٠	٠	6.12	5.52	
		٠		6.12	5.52	٠
	2.218	٠		3.518	4.018	3.318
	1007			211	233	535
	•			498	498	
	•	٠		591	573	'
		•				
	1007			199	220	535
	•	•		199	220	•
		•		488	488	
		٠	٠	295	224	
	WB			NB		
	9.0			19.7		
				O		
EBL EBT	EBR WBL	WBT	WBR S	3BLn1		
1166 -	- 1007	٠		334		
	- 0.027	•		0.055		
	- 8.7	0		16.4		
	Α .	A		U		
0	- 0.1	,	,	0.2		
		BB	# 1.12 2.2.18 1007 1007	#.12	#112	#112

Minor2

1033 1041 387

441 441 - 592 600 - 7,12 652 6.22
6,12 5,52 - 6,12 5,52 - 3,518 4,018 3,318
2,11 2,30 661
595 577 - 493 490 - -

Major/Minor
Conflicting Flow All
Stage 1
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Sig 1
Critical Hdwy Sig 2
Follow-up Hdwy
Pot Cap 1 Maneuver
Stage 1
Stage 2
Platroon blocked, %
Mov Cap 2 Maneuver
Mov Cap 2 Maneuver
Stage 1
Stage 2
Stage 2
Stage 2
Stage 2
Stage 2

661

218 218 557 480

196 196 583 469

SB 16.4

Approach HCM Control Delay, s HCM LOS

Minor Lane/Major Mymt

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Synchro 8 Report HCM 2010 TWSC

2020 with PPGN PM Peak Hour

IIIIeiseciloli			
Intersection Delay, s/veh	8.4		
Intersection LOS	Ą		
Approach	EB	NB	SB
Entry Lanes	_	_	1
Conflicting Circle Lanes	-	-	-
Adj Approach Flow, veh/h	222	422	26
Demand Flow Rate, veh/h	269	430	26
Vehicles Circulating, veh/h	Ξ	28	413
Vehicles Exiting, veh/h	428	552	45
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.2	7.4	5.2
Approach LOS	Υ	A	А
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	П	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	696	430	26
Cap Entry Lane, veh/h	1118	1099	748
Entry HV Adj Factor	0.979	0.981	0.992
Flow Entry, veh/h	557	422	26
Cap Entry, veh/h	1094	1077	741
V/C Ratio	0.509	0.391	0.035
Control Delay, s/veh	9.2	7.4	5.2
SOT	А	Α	А
95th %tile Queue, veh	33	2	0

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Synchro 8 Report HCM 2010 Roundabout

2020 with PPGN PM Peak Hour

III Delay, s/veri	1.7						
Movement	WBL	WBR		NBT	NBR	SBL	SBT
/ol, veh/h	31	34		356	53	28	440
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized		None			None	•	None
Storage Length	0	•		•			•
Veh in Median Storage, #	0			0		•	0
Grade, %	0	•		0	,		0
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	2	2		2	2	2	2
Wvmt Flow	34	37		387	28	63	478
//ajor/Minor	Minor1			Major1		Major2	
Conflicting Flow All	1020	416		0	0	445	0
Stage 1	416					•	٠
Stage 2	604				,	•	•
Critical Hdwy	6.42	6.22				4.12	٠
Critical Hdwy Stg 1	5.42	•		•		٠	٠
Critical Hdwy Stg 2	5.42						٠
Follow-up Hdwy	3.518	3.318				2.218	٠
ot Cap-1 Maneuver	262	637				1115	•
Stage 1	999	•		•			•
Stage 2	546	•		•	,	,	,
Platoon blocked, %				•			•
Mov Cap-1 Maneuver	242	637				1115	٠
Mov Cap-2 Maneuver	242	•		•	,	•	•
Stage 1	999	•				•	•
Stage 2	204	•		•			•
Approach	WB			NB		SB	
HCM Control Delay, s	17.5			0		—	
HCM LOS	O						
Minor Lane/Major Mvmt	NBT	NBR WBLn1	SBL	SBT			
Capacity (veh/h)		- 358	1115				
HCM Lane V/C Ratio	٠	- 0.197	0.057				
HCM Control Delay (s)		- 17.5	8.4	0			
HCM Lane LOS		ں	⋖	A			

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